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THE HERITAGE APPOINTED.

WHAT LONDON MEANS TO AN
AUSTRALIAN."THE SHUTTLE OF AN EMPIRE'S
LOOM."
[BY GUY LINKE, ASSOCIATE EDITOR OF THE
"MELBOURNE HERALD".]

"I have taken seizin of this land with both my hands." Thus William the Conqueror, when landing in England, he fell upon his face on the foreshore. Slowly, and with true British deliberation, this spot that is for ever England took its revenge, and his descendants, Normans on Saxons' soil, lived to sing "See how England hath conquered me." How could it be otherwise? "Excuse me, I'm a Colonial," as the Diggers used to say when some characteristic example of audacity—or Anzacity—had excited comment in an older civilisation where such things were not done; and, therefore, anything I may say must not be used in evidence against me. Nevertheless, looking towards the griffin that marks the site of Temple Bar, and holding a map of London in my right hand, I swear that what I shall say is true, though we be not Colonials and more, but Australians, and, as such, brothers of your own.

"HOME IS WHERE THE HEART IS." These, therefore, are the reflections of one who has been asked to set forth what an Australian feels, and why he feels it, when he experiences London for the first time. It can be said in four words—he has come home. He realises why that word "Home" is used by all the elder generation of Australians as a preferable synonym for England; and he learns beyond forgetting, when he stands in Westminster Abbey, what Kipling meant when he wrote of

The hush of the dread high altar where the Abbey makes us We.

Need any excuse be offered, then, for the feeling of an Australian that on reaching England he has entered into his inheritance? That is his first conviction; and his second is that all Londoners seem to be life-members of a Society for Taking London for Granted.

THE HISTORIC PRESENT.

He is a citizen of a country whose real history was made in a battle-line far from its shores. It is a country almost devoid of historical associations.

This is less the case in America, where our Australian may or may not have travelled. Even if he has traversed Europe, he feels that its splendours are not his own; that "the glory that was Greece and the grandeur that was Rome" are the peculiar treasure of other races. Not until he reaches England does he realise what historical associations may be; and it is not too much to say that he holds his breath.

His next impulse, swiftly translated into action, is to try to infect Londoners with his enthusiasm. They seem to appreciate it—some of them (let us be just)—but they wonder at it. London is theirs. It has always been theirs, and it always will be, as was demonstrated to Germany when she tried to prove the contrary. No praise, however just, no idolatry, however spontaneous, can increase or detract from its essential Londonism. Londoners take it for granted.

THE NARROW BRASS.

So does not the Australian. He has perchance embarked at Calais, in the Babel of vociferous confusion with which French porters conduct the transport of luggage, and his steamer has slid through foggy but welcome silence to Dover. The white cliffs are veiled, and one picture of his childhood's history books fails of verification. But the pier and harbour outworks on the still grey sea give promise of being the back-cloth of a theatre on which a pagan yet will move. He awaits the event, and meanwhile proceeds darkling to London by a snug train, having first had a cheering encounter with the heavily, uniformed, uniformly courteous guard.

The train draws to a stately standstill at Victoria, and while the electric light is turning the rain to diamonds before the vast blue-black curtain of the unknown, someone commands the presence of a taxi.

On oiled wheels and an oiler roadway the taxi, which will cost about half what it does in Australia, slithers to an hotel. It slips past Horseferry-road, the military depot whereof the Diggers told so many stories; past the Abbey and the Houses of Parliament with Big Ben, lit and booming, in the sky about. Charing Cross accompanies Trafalgar-square into the darkness, but not before Australian eyes have seen Nelson's Column, and Australian hearts have realised that here is something more than the Umbilicus Urbis of Aeneas. Rome—something which, without fame, has an Australian artist without fame, has the Heart of the Empire. And for once a picture has come true.

LEFT THEY FORGET.

There should be a Royal Society of St. George for Remembering London; and it should be as active in its operations as that parent society before which Sir Ian Hamilton spoke. Australia remembers him, and will remember, too, his comment on the rally of the Diggers when it was thought, a few months ago, that Abdul meant mischief again. "How well that clean potato peeled!" But Australia desires no more Turkish adventures just now—at least, not until she knows what they are all about.

Here is history in enduring stone, romance in hewn ashlar. This is a city that takes cognisance of all things Imperial. Australia, too, is here—not alone in Australia House, facing the crowded stream of the Strand like some Dreadnought essaying a fairway, but in the statue of Captain James Cook, in St. James's Park, and in the bronze monument to the Camel Corps in the Embankment Gardens. In such surroundings we give thanks that we have been found worthy.

THE JUST WORLD.

It is a city of quotations—sacred and profane, from the "Si monumentum requiris" of Christopher Wren to that epic of the East End.

Seven men from all the world back to town again. Rolling down the Ratcliff Road drunk and raising Cain.

One recalled this on a recent Sunday, when a visiting Australian Premier made a tour of crowded but philosophical Whitechapel, and found solace in the fact that there were no slums in his native State. Which is perfectly true. In Australia, vested interests are not so firmly vested, and the spaces are wide.

The slums are depressing—to an Australian. However,

If England were what England seems, and not the England of our dreams. Instead of putty, brass, and paint. 'Ow soon we'd shuck 'er—but she ain't! Finest of all are the London crowds—even at a Cup Final, where what took place was not altogether their fault. At Hampstead Heath on Bank Holiday one sees them at their inimitably good-humoured best, and envies their inexhaustible patience and their sense of fun. The hasty Australian, who has not yet learned that consideration for his fellows which reconciles him to standing in a queue, admires and should imitate them.

METRONOME OF THE METROPOLIS.

What the Complaint Crowd should be was demonstrated on the day of the Royal Wedding, which was also the day of the London policeman.

Whether he is standing imperturbable at the stem and stern of a street accident, or handling a tangled skein of traffic with an adequate forfinger, he inspires confidence and commands respect. And he is always good-humoured. Let me tell you about Bill and Bert, two policemen who stood side by side on the fringe of the Wedding procession. Bill was chewing all the time—chocolate, I suppose; it could not have been tobacco; he was too clean. He and Bert exchanged quiet witticisms to the intense delight of the people behind them, who were overjoyed when Bill offered the Guardsman in front of him a piece of chocolate. It was refused.

"Why, would they crime you?" asked Bill. "Yes," was the reply. "Ah, well, they like us to chew because then they know that we're not talking."

STRONG MEN.

Just then a girl fainted. As she received attention Bert observed, "We're not supposed to faint, or I'd be fainting too." They did not faint at Wembley Park. Here, at one stage of the stampede, before full reinforcements arrived, a few hundred—no, sixty thousand people who were beyond enjoi and would have resented bullying. Those men in blue never faltered, never failed, never lost their sense of humour. Be it remembered, they carried neither batons nor revolvers. They were equipped merely with their neatly rolled capes. By an inspiration which only a London policeman could conceive, a slender cordon of them spread their capes and sat down on them, thereby persuading a restless section of the crowd to follow their example.

A sight which could have been seen nowhere but in England and on such a day was that of a perspiring but unharmed constable who, having calmed the half-hysterical people in his immediate neighbourhood, stooped back, removed his helmet, mopped his brow, and remarked, "Well, you are blinkin' fatheads, anyhow! Ain't you?" And even the ranks of Tuscan could scarce forbear to admit the impeachment.

Then reinforcements arrived, both mounted and on foot, and the crowd, skillfully handled, were returned, more or less, to the place from whence they came. Here and there was a threatening bulge in their line, like a tyre about to burst. But this explosion never took place, a stout patch of blue cloth, with a constable inside and a helmet atop, being skillfully adjusted to the weak spot. At last the upper hand was won.

ALL THE KING'S MEN.

Police—and soldiers—and sailors! England admires her Tommies! but she adores the lads in navy blue. "Ah, those are our boys!" was the ecstatic acknowledgement of the watchers who saw a squad of men of the Senior Service wheel into the position on Wedding Day. And if the sailors are adored, it is not too much to say that Royalty is worshipped. Who that saw and heard it can forget the incident at Wembley Park, when the King arrived just as pandemonium seemed about to break loose? Every head was bowed, and the confused din gave place to the deep diapason of the National Anthem intoned by two hundred thousand voices, which crashed it home with the triple Amen of three tremendous cheers.

There is an Australian girl who has just seen the changing of the Guard at Buckingham Palace. One of her brothers was an Anzac, who sleeps at Pozieres; the other was in the Australian Flying Corps. Soldiers—scarlet-coated British soldiers—are her joy and pride. Let us peep over her shoulder; she was found "something" to write home about, "as the boys used to say in the A.I.F."

At the end of Frimby Court waited the guard about to be relieved—gorgeous bear-skinned figures standing at ease. One sentry was posted at each far corner, watching for the relieving guard, soon to march in to the gay, swinging tunes of the Guards' Band, the first sound of which brought the sentries smartly through saluting movements.

"Up and down the centre of the old guard marched three officers of the old guard—a major, a senior lieutenant, and a junior lieutenant, who carried the Colours. Up and down they went, moving in his but each retaining an individuality in his stride, unlike the men in this respect. Before the new guard arrived, the officers took up positions, with the men waiting. Then the new guard was marched to

one side of the Court and put through some remarkable paces to unintelligible human barking. Like clock-work they goose-stepped, like clock-work they stamped and pawed the earth with one foot. With one movement they sprang in all directions—forward, then backward, then completely round, never halting, not a man losing his balance.

Their officer showed not a sign of satisfaction with this faultless performance, so I have decided that the game is indulged in until one side weakens. To-day the "new" guard won. I must go again and see the other, win!

Like the old guard, the new guard had three officers. The majors disappeared, and the others paired and marched up and down, the carriers of the Colours, riveting our attention as we peered at the famous names there woven—Malplaquet, Alma, Souday—while the men around removed their hats in honour. Then, as the band played, the outpost sentries were relieved with a clash of arms. After more evolutions, the old guard was slow-marched away. The slowness was only an affected reluctance at leaving, for the moment they were out of sight of the relieving guard, the band changed its tune to a quick step, and all strode off at top speed.

Let us go home. It has been a long day, and it is more than midnight. In the Strand men in knee-boots, with squeegees and hoses in their hands, are bringing the road surface to a cleanliness which would not shame the deck of a liner. Why this super-scrupulousness? Perhaps for the sake of the street acrobats who will perform midway between the streams of traffic on the following day. It may be that there is some regulation of the City of Westminster which forbids them dirtying their hands.

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**HOLIDAY MOOD IN BERLIN.**

"BEFORE PRICES RISE."

GETTING RICH IN THE RUHR!

[BY THE CORRESPONDENT OF "THE OBSERVER."]

BERLIN.

The holiday mood set in during the latter end of last week in Berlin, with the sensational fall of the mark. It has gained with the announcement that on June 1st, railway fares are to be raised a hundred per cent. This has meant a general exodus to the country and the Baltic coast for Whitesandies with many extra trains, the railway authorities being willing to stretch a point in spite of the coal shortage, as they carefully point out.

The Soviet flags still hanging at half-mast from so many buildings where Russian banks, commercial undertakings, and trade delegates are quartered, do not damp the general atmosphere, as the rejection of the general Communists from the Prussian Parliament by their enemies, the United Socialist parties, has raised the spirits of nervous and pessimistic bourgeois to an unprecedented pitch. Many of the big firms selling articles of first-class quality, from motor-cars to diamond brooches, have done record business during the past few days in spite of the new passport regulations, having depopulated Germany of the now unwelcome foreigner. The rush of stock brokers to the tailors has been remarkable, so the tailors say in confidence. It is well known here that the arrival of more than one stock broker in an afternoon to order a new suit or overcoat as quickly as possible, because he is going on a pressing journey, can make a tailor's fortune if he himself hastens to the telephone and gives prompt order to his own broker.

THEATRES FULL.

No barometer is more certain than this political one. When the mark is going to fall, and fall badly, those who know it, ordering goods and plenty of them promptly, paying prices that have not yet risen, but are bound to do so within a week or so. The activity of White Week in this respect has been remarkable. The taxi-men have fares again, the little, half-empty department shops have suddenly filled, plays for the holiday season expect to be more or less crowded. Otherwise things are as they were. The Reichstag is on holiday; the French are roundly abused in the press, but the Ruhr is prepared to hold out indefinitely; the Cabinet crisis remains a crisis, of more interest abroad than at home, particularly as, in the words of a member of the loyal Opposition, it is of no use to throw away a puff of water that has grown stale; it gives no fresh water to pour into it. The one really entirely new and interesting fact is that the mark in New York is falling satisfactorily.

THE STINNES TACTICS.

The present situation, which is judged as Germans are judging it, by the state of the stock markets at home and abroad. Things point to one end only—nothing more or less than that the present political course, or lack of course, is being automatically swayed by the Stinnes group of pan-German industrialists. Berlin is used to big rises in the price of shares, but when within the past fortnight those of the Stinnes concern rise anything from 50 to 100,000 per cent. it is clear that all friends of the Ruhr magnates profit by the event. When shares worth a short time ago, at the same dollar exchange as to-day, 25,000,000 marks are now worth 2,500,000, although many works of the concern are occupied by the French, it can only strike one as odd that those of the highly important non-occupied General Electric Company of the democratic industrial party are worth only 400,000 marks, against a January 300,000. The Rhine and the Ruhr are throttled entirely as far as the small business man is concerned, but the men of big business are growing wealthier day by day. At the same time, care-free and quite comprehensible propaganda makes them the heroes of the hour among that portion of the public unaccustomed to connect politics with the state of its purse.

It appears quite clear to-day that Stinnes is keeping his own shares, and he and his friends are buying up those on the market. In other words, Stinnes looks upon the future optimistically as far as his own plans of trading personally with the French industrialists are in question. The clearest business heads in Germany declare to-day that when Europe gets back to a state of equilibrium the great Central European Trust will more than rival anything of its kind ever known in America.

A COFFIN FABLE.

One small, but horribly significant fact affecting the entire population of Germany is worth recording. Not only the difficulties of living, but the troubles of dying, have been weighing heavily of late on middle and working classes alike. Perfectly healthy people of all ages have been making personal application to be buried after death instead of buried, a formality necessary to cremation, which is only half-approved by the State here. But even in cremation cases the cost of a coffin of the simplest kind cripples the survivors. The Government, impervious to the cry for cheaper wood as fuel, has this week subsidised wood to be used for coffins, with the stipulation that it really is to be used for that purpose only.

THE HONEST WITNESS.

In the King's Bench Division recently, Mr. Justice Bailhache recalled an experience at the Bar to illustrate how a litigant might himself throw away his case.

He said that his client in the witness-box was asked, "Do you still persist in your allegation of fraud after the evidence that has been given?"

"To my amazement" and, disgust," continued Mr. Justice Bailhache, "he answered, 'No.' Lord Russell, the judge, asked me, 'What are you going to do now?' I said, 'Nothing.'"

"Lord Russell then said to the plaintiff: 'You have spoken like an English gentleman. There will be judgment against you with costs.'"

"There was nothing more to be said and we all came away."—(Laughter.)

DISEASES TO BE CONQUERED.

SIR RONALD ROSS'S PLEA.

The plea of Lord Dawson for more adequate endowment of research into the causes, prevention and cure of disease, was endorsed by a number of eminent medical men recently. Sir Ronald Ross, the authority on tropical diseases, whose researches on malaria have been the chief factor in its conquest, said: "This country is now spending about £150,000 a year on medical research. It is a large sum but we want all the money that can be got. There are dozens of diseases waiting to be solved. We have not found the germs of small-pox or measles, for instance. We are completely failed in our efforts to solve the problem of cancer. We know the cause of many diseases but cannot cure them."

All the money expended here, Sir Ronald said, goes to committees. The Medical Research Council spends £130,000 a year, and then there are the Universities. He proposed that prizes on the nature of the Nobel Prize should be instituted to stimulate medical research of all kinds by men anxious to undertake it. Many important discoveries have been made not in the laboratory but by clinical (literally, bedside) work.

"There are 30,000 doctors in this country, many of whom could make valuable contribution to our knowledge of disease if they had the opportunity," he went on. "But they cannot afford to neglect their practice in order to do unremunerative work."

PREVENTIBLE DEATHS.

A leading London bacteriologist said the loss of life from preventable disease is appalling. Thousands of children are dying from measles, scarlet fever, whooping cough, and diphtheria. Workers are crippled with rheumatism. An immense loss accrues from the common cold. Great numbers of middle-aged people are chronically ill with bronchitis.

Another doctor contrasted our enormous expenditure on the prevention of crime with the quite inadequate amount spent on the prevention of disease. "Crime," he said, "is for the most part a consequence of disease, and if a fraction of the sum spent on preventing and punishing it were expended on research into disease we would have a great reduction in crime and saving of money to the State."

GERMANY'S DEBT TO THE ALLIES.

SUMS PAID AND THEIR ALLOTMENT.

The Reparation Commission has decided to publish its accounts twice yearly, and particular details of payments made by Germany on account of reparations, reports a Paris Reuter message. Tables showing the total sums received by the Commission up to December 31st, 1922, in virtue of the Treaty of Versailles, and the allocation of these sums between the Allied Powers, have just been issued. These documents show that at the end of last year the sums with which Germany had been credited on account of reparations amounted to a total of round figures, of eight milliards of gold marks. The following table shows, in gold marks, the amounts received by the Reparation Commission up to December 31st, 1922:—

Specie	1,878,515,000
Deliveries in kind	3,405,000,000
Cession of State property	2,553,905,000
Treasury receipts	15,000,000
	7,940,120,000
Of this total a sum of 5,181,257,000 gold marks was divided among the Allied Powers as follows:—	
France	1,700,303,000
Belgium	1,710,000,000
Great Britain	1,150,521,000
Italy	242,794,000
Serbia	150,000,000
Japan	150,000,000
Czechoslovakia	21,100,000
Poland	14,705,000
Greece	11,023,000
Roumania	10,144,000
Portugal	4,415,000
	5,181,257,000

There thus remains undisposed of a sum of 2,758,863,000 gold marks.

The expenditure incurred by the Allies on behalf of the Allies of Occupation and Control Commissions was estimated at the end of the year at 2,448,168,000 gold marks, divided as follows:—

France	1,201,001,000
Great Britain	942,826,000
Belgium	223,667,000
Italy	10,353,000
Japan	260,000

(To the preceding figures should be added the cost of the American troops of occupation, amounting to 1,072,193,000 gold marks, with regard to which no decision has yet been reached.)

Advances for coal made to Germany in virtue of the Spa Agreement of July, 1920, and the costs of occupation, benefit by priority for reimbursement. For Allied Powers other than the United States, the expenditure under the first heading was 292,216,000 gold marks, and under the second 2,448,168,000 gold marks, up to December 31st last. After the expenditure incurred for these two purposes had been refunded, the Allies were thus able to share between them 2,343,875,000 gold marks.

Rear-Admiral Sir W. Oreswell, who was the first naval member of the Australian Naval Board, commenting on the suggestion that the defence of the Pacific could be better carried out from Sydney than Singapore, declares that the selection of the latter was a wise decision, justifying the fullest confidence.

Skipper White, of the Grimaby trawler *Lerin*, cleverly outwitted a Bolshevik gunboat in the White Sea. When some fifteen miles out from land he was ordered by a Russian gunboat to follow her to port. He edged away, and although the Russians fired across his bows, managed to attract the attention of the British gunboat *Galatia*. The Russian vessel then made for port.

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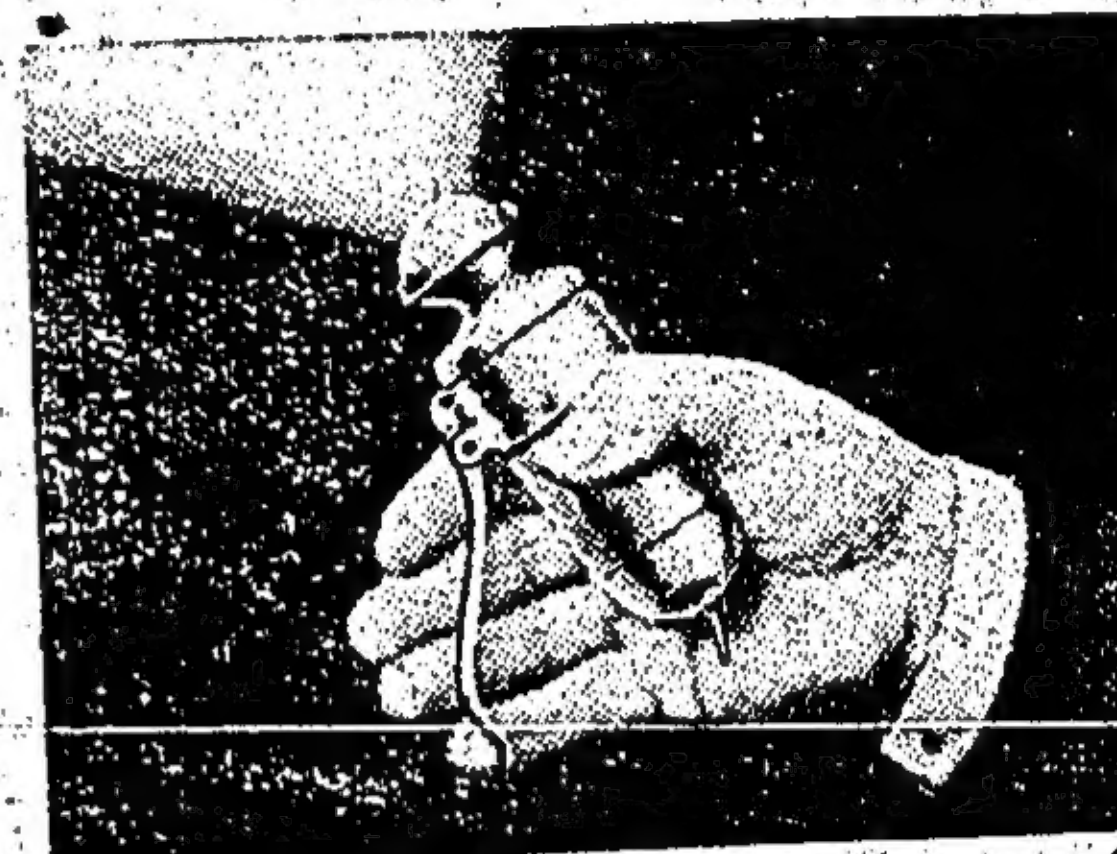
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BIDDING AT BRIDGE

A COMPENDIUM.

[BY SIR WILLIAM WILKINSON.]

SECOND PLAYER'S DECLARATION.

SECOND PLAYER.

(Continued.)

28.—Do not double Dealer's "one No-trump," unless you can double any two bid in a subsequent suit-call. (See 13, 55, 70.)

Daltou, p. 37. The "modern double" is explained by Foster, (p. 205); "the No-trump double asks partner to name his best suit." He intimates (p. 205) that Fourth Player is at liberty to leave this double in, and (p. 241) says "it is now universally admitted to be a better bid than going two No-trumps over Dealer's one No-trump."

Irwin, who (p. 153) strenuously condemns the convention, would (p. 186) double "if you hold an established suit of seven or more cards." (But see 5, 29.)

The "shift bid." (See example, Work, p. 109): "With a long and solid suit (in say, Diamonds) Second Hand bids two Clubs, expecting two No-trumps will be bid (by Third) and that he can then double. If the Clubs be doubled, he will shift to his real suit. Work advises that "when the shift is recognized it should be passed and slaughtered." This "bluff" played by Fourth is illustrated by Irwin, p. 277; and see Manning, p. 76. Foster, p. 189: (The "shift bid" must not be confused with the "entirely correct" "two-suit shift," s. 14.)

29.—Do not go two in a suit (especially a minor suit) over a No-trump call (a) unless you can see game on your declaration (b) if you have what is practically a "two-suit No-trump."

For (a) see Dalton, p. 36; and for (b) Bergholt, p. 78. Hingley (p. 37) says: "you should have four in the suit with two high honours and two other very probable tricks, or five in the suit headed by Ace or King or Queen, and one other very probable trick." Pacheco, p. 42, "don't make a call unless you have a hand worth seven tricks in hearts or royals, one of which must be in the other suit." Pacheco, p. 15, "you should not over-call a No-trump bid on your right unless you have eight tricks on a major suit call or nine tricks on a minor suit call."

Anthony, p. 42, "you would not be giving your partner any information worth having, as if Dealer's declaration stands good, you would have the lead. So Bergholt, Hand xxxviii.

Irwin, p. 196, "if you have a No-trump hand, force the adversary to two if possible" (by a two bid in a side-suit).

Foster, p. 201, "many players are in the habit of overcalling No-trumps with a major suit, but will not do it with a minor; he would pass, unless 'second' player can almost see game on his own cards, or game with one trick from his partner." Work, p. 71, "with less than seven tricks it is rarely advisable. Second Hand, to declare a No-trump suit over an adverse No-trump, and to justify a minor bid the hand should be at least one trick stronger." (He adds a few examples). "One of the ablest bidders in the country makes it a rule in this position never to bid two unless strong enough to bid three."

2 Manning, p. 86, "never at a love score, bid a minor suit over a no-trumper if you can see the possibility of saving the game, unless the suit is of such length and strength that you have an excellent chance of going game yourself."

30.—Don't bid two in a suit of which Dealer has called one.

So Baseole, p. 45; Anthony, p. 39. "2 Pacheco, p. 43, experience seems to indicate that it is nearly always more profitable to call No-trumps when bidding over a player who calls a suit of which you hold great strength." In preference to overbidding in the adversary's suit.

31.—Don't go THREE in a suit over an original two No-trump call.

Anthony, p. 96, "one of the worst examples that frequently crop up in the bid of three in a suit over a two No-trump. Butler, p. 6, "avoid declaring three trials of a suit over adversaries' two No-trumps." (See 31.)

32.—"Don't make an unjustifiable declaration from sheer bluff."

(Anthony, p. 44); "or 'poor bids for the sake of forcing' (Irwin, p. 45; and see 33); or to 'keep the flag flying' (For 'flag flying' see Work pp. 138, 145; and 2 Foster, p. 65).

Bluet, p. 55 holds that it is a fallacy to assume that when a contract fails it necessarily follows that it was unprofitable to make it. "There is frequently a differential gain when you go down on a suit-bid of one."

33.—Be cautious in over-bidding in pre-emptive bid.

Owen, p. 37, "if dealer makes a pre-emptive bid, Second Player is frequently justified in overcalling this bid 'in the dark,' but he must exercise great discretion in doing so." Irwin, p. 111, "if a man opens with a pre-emptive bid, he fears something."

If you have reason to know his weakness, bid; even two or three tricks in excess of what your hand warrants. On this Pacheco, p. 22, comments: "It is one of the subsidiary aims of the pre-emptive caller to force the second player into an excessive contract, which Third Player may be able to double to great advantage." See 2 Pacheco, p. 146.

Work, p. 68, illustrates the dilemma in which Second is often placed: "all the opponent can do is guess whether the bid will give him the game or cost a 500 penalty."

(To be continued.)

The Earl of Carnarvon, well-known for his successful work of scientific exploration in Egypt, left property in his own disposition valued at £298,925 gross. The Egyptian collection is left to the widow, with certain suggestions as to its ultimate destination.

Chatham's mystery submarine, the XI, is nearing completion. When finished she will be the largest and most powerful submarine in the world. She will mount a big gun, probably 18in., and in speed and armament will surpass anything yet constructed.

NEW SHIPS.

P. AND O. AND BRITISH INDIA.

The P. & O. Company have recently placed orders with Messrs. Harland & Wolff for the construction at that firm's Greenock yard of two passenger steamers of 13,200 tons, which will combine the excellencies of the Kaiser-Hind with some features of the Alderney and Arkand. A third ship of the same type will be constructed by Messrs. Hawthorn, Leslie & Co. at Newcastle. The Greenock yard has also an order for a 100,000-ton passenger steamer. All the new vessels, which are intended for the India Mail Service, will have reciprocating engines and will be fitted to burn oil fuel under Scotch boilers.

The British India Company has in course of construction, or projected, no less than ten steamers, five of the "T" class of 8,000 tons each, intended for the company's Calcutta-Japan service, of which three will be fitted for oil fuel and two to burn coal, two single-screw motor-driven cargo ships, each of 2,300 gross tons. There are, besides, the Khandalla, 7,300 tons, for the company's Bombay-East Africa Line, with twin-screw reciprocating engines; the twin-screw motor cargo ship Dalgarno, of 6,000 tons; and the Naranga, a single-screw coal-burning turbine steamer, the two last being intended for the Indian Coast Service.

The new tonnage at present projected by the P. & O. Company (including the *Malaya* and *Maotan*, each of 21,000 tons and now well on the way to completion) amounts to 97,600 tons gross; and by the British India Company, 64,000 tons; together, a total of 161,600 gross tons.

THE "SARPEDON'S" TRIALS.

The trials of the new Blue Funnel passenger steamer *Sarpedon*, which were of an extended nature, have proved very successful. She is the first of the new class of passenger liners being built for the Blue Funnel Line for their service to the Far East, and has just been completed by Messrs. Cammell Laird & Co., Ltd. On May 18th she carried out her official trials and developed the specified horse-power, and proved herself a very steady ship in a seaway. A further extended trial was held on the 18th, when the managers asked some hundred guests on a trip to the West Coast of Scotland. She left the Mersey that evening at about 9 p.m., and proceeded at cruising speed to Lough. Although in very light trim, she moved but slightly in the long Atlantic roll. The party included Sir Charles and Lady Addis, Mr. and Mrs. Andrew Agnew, Mr. and Mrs. C. H. Arnold, Sir John and the Hon. Lady Barlow, Sir Edward and Lady Brockman, Sir John Brunner, Mr. C. W. Daphshire, M.P., and Mrs. Darbishire, Mr. Geo. B. Dodwell, Mr. and Mrs. Stanley Dodwell, the Right Hon. Sir John Jordan, Mr. Foster King, Mr. Russell McLaren, Sir John and Lady Nicholson, Mr. and Mrs. Felix, Mr. D. K. Somerville, Mr. J. Somerville, Mr. and Mrs. Takahata, and Mr. T. Teamura. After landing at Lough, the ship proceeded to St. Kilda, to the west of the Outer Hebrides. Favoured by weather conditions, it was possible to go close in under the island and to make a landing. The supplies which were also landed were welcomed amongst the inhabitants, as no steamer had visited there from the mainland since last August. Just before leaving St. Kilda a strong south-westerly wind sprang up, which worked up a moderate sea, but the *Sarpedon's* behaviour, when she was clear of the islands, confirmed the opinion of everyone as to her steadiness in bad weather. From St. Kilda the ship proceeded to Stormoray, and then, after a visit ashore, cruised past Skye and the Sound of Mull to Lismore, which was reached on the evening of May 21st. During this day's run the cruising speed averaged 15½ knots. From Lismore, on May 22nd, the cruise was through the Sound of Islay, the Mull of Kintyre to Gourick, where the trip ended. Before reaching Gourick she was tested over the measured mile, and developed a speed of 16.78 knots.

Throughout the trials, not only in the engine-room, but in respect of the passenger accommodation, galley, laundry and elsewhere, she gave the utmost satisfaction.

She sailed on her first voyage on June 9th, and is scheduled to take 24 days to Singapore, 28 days to Hongkong, and 33 days to Shanghai. Four weeks later she will be followed by the second ship, *s.s. Patroclus*.

New York bricklayers, who are receiving \$2 for an eight-hour day, struck work last month, as their demand for \$2.50 per day had not been conceded. This is the first serious labour dispute of the season.

CONQUERING THE FOREST.

SINGAPORE AND ITS HINTERLAND.

Singapore, with its bewildering mixture of races and interests, is a great cosmopolitan market, rather than the capital of a country. To see anything of Malaya proper, the traveller must leave the island and proceed up the long peninsula connecting it with Siam, Burma, and French Indo-China. Travelling by land, on and on through scrub and forest, across countless rivers and under high hills, one begins to appreciate the vast size and immense potentialities of this country the development of which is still only beginning. The dominant impression made on one's mind is that of the forest—of the overwhelming power of real dense tropical vegetation growing all over the country where it has not been cleared, and kept cleared, by the hand of man. The forest covers and chokes and muffles; it is as dense on the top of hills five thousand feet high as it is in the low-lying swamps.

It is impossible not to feel a profound admiration for the spirit of enterprise which has led the white man even to conceive the task of clearing the primeval jungle. The dull and comparatively ugly rubber plantations take on a new aspect as outposts of Western civilisation. The contrast is in the dark mysterious Nature-power of the forest, in all the beauty as well as the cruelty of its wild life of which the tiger is the not un fitting symbol. Although Malaya produces half the world's supply of tin and a large proportion of its rubber, huge tracts of square miles are still untamed jungle, and the native population is so small that all development has to depend on the supply of outside labour, mostly Chinese and Southern Indian. Since the British rule has suppressed the practices of raiding and piracy, Malays and Saksais live peacefully and easily in the soft climate of their favoured land. Secured in their holdings by a kindly Government, they can watch unconcernedly the Chinese acquiring wealth and doing business, and the hard work in mines and rubber plantations.

So Malaya has her share of the problems of race. The wide stretches of country can show real Malay villages, as well as Indian conical lines, and complete communities of Chinese fishermen, speaking their own language and obeying their own customs. But to the tourist the dominant impression is still Malayan; the vast forests with their wonderful colouring of green and grey and blue; the picturesque villages with the Malay houses perched on stilts above the damp ground, the beautiful coconut palms round the houses with their silvery trunks and majestic sweeping fronds mingling with the broad banana leaves.

Pretty little round-faced brown boys paddle or swim in the smaller streams, and in the evening the menfolk, and sometimes the womenfolk, too, enjoy their fishing with all the zest of the keen angler. If the spirits are properly propitiated, and rice crops are good, the Malay kampongs give the impression of happy contented life, with little ambition as a disturbing factor. Yet there is something that suggests that under Malay rule the forest would conquer man, not man the forest.—*Times Empire Supplement.*

MR. EDGAR WARWICK SUEDE.

ALLEGED BREACH OF CONTRACT.

In the Supreme Court at Penang, on June 21st before Mr. Justice P. J. Sprague, Thomas Joseph Fenwick sued Mr. Edgar Warwick, alleging that the defendant broke a contract by giving notice to plaintiff, who maintained that the contract was for six months, and that defendants had no power to declare it void.

The defendant alleged that the contract was for the duration of the Warwick Company's tour and that he had the right of termination at any time by giving a fortnight's notice.

Plaintiff claimed \$2,892 made up as follows: Cost of passage \$807, loss of salary \$807, hotel expenses \$771, loss of salary during rehearsals in North China tour \$267, and hotel expenses during rehearsals \$123.

Mr. Hastings Rhodes, for the defendant, pointed out that the payment of passage money had never been disputed and the money had been paid into Court. He asked for defendant's costs.

The Judge decided that it was not so much a question as to the item of damages as to the construction of the contract. He would give judgment for the plaintiff on the two passage fares, \$1,614 in respect of hotel expenses at Colombo, and costs.

SPORT.

LEAGUE TENNIS.

I.R.C. "B" v. NETHERLANDS.

Playing at home on Saturday in the 2nd Division of the Hongkong Tennis League, the Indian Recreation Club beat the Netherlands Tennis Club comfortably by 67 games to 32. Scores:—

E. el Aroulli and A. Kitchell beat Spit and Coenraad, 7-4; beat Groot and Dekker, 6-5; beat De Leeuw and Everts, 8-3.

I. Hassan and A. H. Rumjahn beat Spit and Coenraad, 6-5; beat Groot and Dekker, 9-2; beat De Leeuw and Everts, 5-3.

S. A. Hamid and D. Rumjahn beat Spit and Coenraad, 7-4; beat Groot and Dekker, 10-1; beat De Leeuw and Everts, 9-2.

THE "HOMING" INSTINCT.

BACK TO HONGKONG.

A correspondent in *The Times Empire Supplement* says that in Australia and New Zealand the people address them as "John" indiscriminately, these migrants from China who look on Hongkong as the way-out and the way in to the home of their fathers. The Scot goes overseas, and in his Nova Scotia and Dunedin founds new Scotlands in more than name. The Dutchman crosses the Atlantic, and in the wild places of the Canadian West is content to bring his children up to his strange creeds. The Japanese goes to Hawaii, and on the way up to the Pali outside Honolulu you may pass his rather aggressively Western infants singing "The Star Spangled Banner" with the fervency of perfectly good American citizens.

But your Hongkong is different. He is ever an exile, never a settler. His one aim is to get back to the China from whence he set out. In the cold winters of Melbourne or Auckland the Chinese laundryman working sixteen hours a day may die of the cough that comes to him with the winter winds. In the gaming houses at Darwin or Rabaul the market gardener and the foreman-carpenter may lose his last penny at Pak-a-pu and so condemn himself to other weary years of exile. But the Hongkong overseas never ceases to think of the Hongkong which he left behind him, the Hongkong which means home, family, household goods and everything, and to which, if the fates spare him, he returns in the fullness of time. His years in the strange environment of Western civilisation have been but an interlude. He knows that his ultimate destiny lies in that great, impassive mother country, of his which swallows him up so completely when he returns home.

CHINESE ABROAD.

OVER 6,000,000 IN 29 COUNTRIES.

Reports from Chinese diplomatic offices abroad, says a Peking News Agency, show that approximately 6,300,000 Chinese citizens are residing in twenty-nine foreign countries. These figures do not include those now resident in Russia.

In the order of numerical strength some of the countries are as follows, although all of the twenty-nine are not listed:

Siam	1,284,744
Burma	1,134,800
British India	1,030,000
Malay Islands	546,049
Straits Settlement	369,851
Hongkong	314,390
Java	298,163
Philippine Islands	200,000
Annam	197,302
Japan	188,309
United States	150,000
Sumatra	120,000
British Colonies	117,000
Macao	74,520
Peru	45,000
Various European countries	11,700
Canada	12,000

(If all the figures in the list are as trustworthy as the figure for Hongkong, these reports from Chinese diplomatic offices abroad are of little value. The Chinese population of Hongkong is double the figure given in the foregoing list.—*Ed. H.D.P.*)

KRYPTOK LENSES

are the most perfect double focus glasses for both reading and distant. In the ordinary bifocal lens, the segment or part for reading is cemented to the distant lens, raising the segment above the surface of the main lens. The segment and the line of union are always more or less noticeable. In Kryptok lens, no cement is used, but the reading segment floats in a mass of any prescription in the main lens, while the whole lens is ground smooth on both sides to the desired focus. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co. Optical Prescription Specialists, located in 23 Queen's Road Central—Advt.

HOUSING PROBLEM.
QUESTIONS BY MR. POLLOCK
ANSWERED.

The Hon. Mr. H. E. Pollock, K.C., having given notice of four questions with reference to Housing, the Government has published the questions and the replies thereto in the current number of the *Government Gazette* as follows:—

1.—Does the Government propose to adopt the policy of refusing to pass plans for the reconstruction of houses which are not in a dangerous or dilapidated condition? If not, why not?

2.—Is it not the fact that the reconstruction of houses tends by increasing the demand for skilled labour and building materials to increase the cost of the erection of new buildings on ground not previously built upon?

3.—It is not the fact that, in the case of domestic tenements, which were originally built prior to the Public Health and Buildings Ordinance, 1903, the re-erection of such buildings, with an additional story, would, in many cases, hardly give any additional accommodation, owing to the extra requirements as to open space, etc., contained in the said Ordinance?

4.—Is it not the fact that as the result of reconstructions now pending, over 30,000 of some other, and if so what number of tenants will have to look for fresh quarters to live in?

ANSWERS.

1.—The Government's powers in connection with the passing of plans are defined in the Public Health and Building Ordinance, 1903. It was decided at the last meeting of the Legislative Council not to alter the law in this respect.

2.—The Government has no evidence which would enable it to make a definite statement. It is *prima facie* probable that, when demand exceeds supply, the cost of supply will rise, but this tendency may be offset by the introduction of labour-saving devices resulting in cheaper construction, to the ultimate benefit of the community.

3.—The fact is as stated, but the Building Ordinance Officer reports the extra requirements referred to result in vastly improved sanitary conditions, so that the community is materially benefited by such rebuilding.

4.—The Government has no figures. The new accommodation which has been and is being provided is much in excess of the old accommodation which has been and is being demolished.

COMPANY MEETING.

HONGKONG REALTY AND TRUST
COMPANY, LTD.

The statutory meeting of the Hongkong Realty and Trust Co., Ltd., which was formed for the purpose of developing the Wiseman site, was held at Powell's Building at noon on Saturday. Mr. J. Scott Harrison presided. Others present were: Father Robert and Messrs. F. M. Crawford and P. K. Kwok (Directors), W. J. Hawker (Acting Secretary) and the following shareholders: Messrs. W. J. Mockett, F. J. Easterbrook, J. P. Bourne, S. H. Hewer, C. F. Pratt, A. W. Smith, C. H. Dodson and S. C. Cook. The business was of a purely formal nature.

The Chairman said:—This is the statutory meeting of shareholders held in accordance with the requirements of Section 86 of Hongkong Companies Ordinance, 1911. On the table is a list showing the names, descriptions and address of the members of the Company, and the number of shares held by them respectively, and this list is open and accessible to any member during the continuance of this meeting. The statutory report was sent out to the members on the 16th inst., and contains the information required by the Ordinance. Copies of this report are in your hands, and from it you will be able to see what has been received and disbursed in the short time that has elapsed since the date whereon the Company was authorised to commence business, namely the 4th April last, the accounts for the purpose of statutory report having been closed on the 5th inst. There is, I think, nothing I can usefully add, except to mention that I understand that work on the plans in connection with the building to be erected on "the Wiseman Site" is well in hand, and that we may anticipate being able to proceed with the actual structural work shortly, in which relation I may further state that we have every confidence that on completion the building will be a credit to the Company and will offer accommodation and facilities for business people at present unsurpassed in the Colony.

There were no questions, and this concluded the business of the meeting.

TYPHOON WEATHER.
SHIPS GO TO SHELTER.

The close proximity of a typhoon to Hongkong during the week-end caused many ships to leave the various wharves and take shelter behind Stonecutters Island at the western end of the harbour and junk bay at the eastern end. On Saturday the typhoon was reported to be within 150 to 200 miles of Hongkong, and about 8 p.m. the No. 4 typhoon signal was hoisted. The water in the harbour was a little choppy, but the indications of the storm were not of such a character as to stop bathing parties to Stonecutters. A number of picnic parties who had ventured in small launches to go to the bathing creeks in the New Territories were, however, compelled to turn back before reaching their destination.

Yesterday morning the No. 4 signal was still flying and the Observatory report, issued at 6.45 o'clock that day indicated the position of the typhoon to be within a radius of 60 miles of 19(N.) and 118(E.), which is about 300 miles to the east of Hainan Island, and about the same distance from Hongkong. It was then shown as travelling in a W.N.W. direction, towards Kwangchowwan. In the morning there was a high tide, but the harbour was comparatively calm and there was little wind.

An observatory notice, posted at 8 o'clock last night at the Ferry Wharf, announces that at 2 p.m. the typhoon was 150 miles south of Gap Rock, moving West-North-West.

The P. & O. s.s. *Klien* arrived in port yesterday shortly after 1 p.m. with mails from Home. She experienced heavy weather coming up the coast from Singapore to Hongkong, especially during the last two days of her voyage. In the neighbourhood of the Hainan Straits she met heavy seas, deluges of rain and strong winds. She did not encounter the typhoon and arrived in Hongkong without mishap.

MURDER AT KOWLOON.

MATHSED ROBBED AND OCCUPANT
STRANGLER.

A Chinese named Kiu Yu Yung was strangled in his matted at Lung Tong, Kowloon, yesterday morning. The body was discovered at about eight o'clock, but enquiries lead to the conclusion that the actual murder took place at about 6.47 a.m. It is surmised that the matted was entered by two men with the intention of robbery. While at their work they must have been disturbed by Kiu, and to silence him it is thought they committed the murder. Before they left they stole a number of small articles, an eight day clock, and a box containing white feathers valued at \$140. They do not appear to have got away with anything of great value.

A NARROW ESCAPE.

HONGKONG PEOPLE ON BOARD
FOUNDERED LINER.

Mr. John Rodger, a well-known old resident of Hongkong, who recently proceeded Home on retirement after many years' service with the China Sugar Refinery, had the very unpleasant experience of being ship wrecked whilst on his journey home. Mr. Rodger, who was accompanied by his daughter, Miss Jessie Rodger were aboard the Canadian Pacific liner, *Marcelle*, when she struck Cape Freer Rock on May 21st. It appears that the liner struck the rock during a heavy fog and was badly holed. She made water rapidly and the Captain ordered all lifeboats to be lowered immediately. A few hours after the passengers and crew had got away from the vessel, she sank. The passengers and crew, totalling 437 on making a landing, had to tramp 20 miles to Trepassey the nearest railway station. They were then taken by train to St. John. Neither Mr. Rodger nor his daughter suffered any injury, though the shock of the experience must have been great.

The liner formerly belonged to the Allan Line and was bound from Montreal to Liverpool.

STANTON'S MIDWAY FAIR
CLOSED.

The permit, granted by the Public Works Department to Mr. O. A. Stanton to hold his show on Crown land at Kowloon expired on Saturday. The Government has not seen its way to renew the permit. This means that the fair had to close down on Saturday night.

DR. SUN YAT SEN AND THE
POWERS.

ANOTHER MANIFESTO.

WHY THE POWERS SHOULD NOT
RECOGNISE PEKING.

The following Manifesto to Foreign Powers has been issued by Dr. Sun Yat Sen:—

Republic of China.
Generalissimo's Headquarters.

The Chinese people have suffered long and heavily under the burden of militarism which has brought in its train civil war, disunion, and anarchy. The recent deplorable bandit outrage on one of the trunk railways, though startling to the outside world, is, to the long-suffering Chinese people, but another incident of innumerable similar happenings in places little known, another count in their indictment against their oppressors. When it is pointed out that within a radius of one hundred miles of Lincheng, adjoining the territories of five provinces under the military jurisdiction of the most prominent and powerful Militarists of the North whose soldiery number officially half a million, it will be realised what the extent of the evil and the fatality of militarism is. When the events transpiring in Peking during the last twelve months, to take a no longer period, are recalled, during which time a so-called president has been pushed into office and dragged out of it, and a bewildering number of premiers and cabinets have been set up and pulled down, all solely at the pleasure of the Militarists to gain their own ambitions, it will be realised what the extent of the unreason and the fickleness of the Militarists is. The Chinese people have in no uncertain voice time and again repudiated the claim of such men to be their rulers, and have longed for the blessings of peace and unity in the land.

Conscious of the sentiment of the country and convinced that the urgent needs of China are the disbandment of superfluous soldiery and the establishment of a united and efficient government, I last year suggested a meeting of the principal political and military parties in conference having for its agenda—the disbandment of troops throughout the country by general agreement and the subsequent employment of the men in productive works of public utility, the establishment of a central government which should receive the support of all the provinces and perform the functions and discharge the duties of an enlightened, progressive, and democratic government, the agreement on a constructive programme for the Central Government and the provinces, and the settlement of those political questions on which the future peace and good government of the country and the smooth relations between the Central and Provincial Governments depend. Such a Disarmament Conference was little to the liking of the Militarists as it would deprive them of the tools on which they depended for the realisation of their unholy ambitions and was like "asking the tiger for his skin." While they dared not openly oppose the proposal, they were evasive in regard to the question of disarmament which was really the crux of the whole matter. At the same time they sent expeditions and subsidised traitors to make war on the provinces of Kwangtung, Szechuen and Fukien and thus by their action defied the entire Chinese people.

They have been enabled to do this through their possession of the historic seat of the Central Government which gave them the recognition of the Foreign Powers. But the Peking Government is not in fact or in law a government, does not perform the primary functions or fulfil the elementary obligations of a government, and is not recognised by the Chinese people as a government. The Foreign Powers, who must all along have realised the futility of their recognition, have been prompted to do so by the notion that they must have some entity, though it be a nonentity, with which to deal. However, by their action, they have given Peking moral prestige and financial support in the shape of revenues under foreign control so that the Peking Government has been enabled to exist by virtue of foreign recognition and by that alone. Unconsciously perhaps, they have thus done something which they have professed they would not do, that is, intervened in China's internal affairs by practically imposing on the country a government repudiated by it. They have by supporting a government which cannot exist for a single day without such support, hindered China from establishing an efficient and stable government which the Washington Conference agreed

(Continued at foot of next column.)

ROUND THE WORLD.

BELGIAN AVIATOR IN HONGKONG.

A Belgian aviator named M. J. E. Lefert, who is travelling round the world in an attempt to win a bet of \$50,000 francs, arrived in the Colony on Friday from Bangkok and is staying at the Astor House Hotel. The aviator, who is only 22 years of age, is not compelled by the conditions of the wages to use an aeroplane for the whole of the journey but can travel in any manner he chooses provided that he completes the trip within two years. He has with him a 80 horsepower Gourdier machine and this he uses for exhibition flights. He left Brussels in October, 1932, in an aeroplane, and from there flew over Holland to England. He has also flown in France, Spain, Portugal, Morocco, Algiers, Tunis. He spent one night with his machine on the Sahara Desert and on that occasion he was raided by Arabs, who robbed him of his belongings. He has also visited Egypt, Syria, Mesopotamia, Persia and India. At Bombay the aviator wrecked his best machine which he will not be able to replace until he reaches New York. From India the aviator travelled by steamer to the Straits and to Bangkok.

M. Lefert proceeds from Hongkong to Manila where he is to obtain a 400 horsepower aeroplane. In this he is going to attempt to fly back to Hongkong. He will then continue his journey North to Shanghai and, after visiting the Northern cities he will go on to Japan and Siberia, crossing the Behring Straits to Alaska. In the States he will attempt a flight from North America to South America.

Mr. Lefert is at present seeking permission to give an exhibition of stunt flying over the local race course before leaving Hongkong.

MOTOR CYCLE SMASH.

EUROPEAN INJURED ON PRAYA
EAST.

A European motor cyclist, Mr. A. E. Knight, was the victim of an accident yesterday morning. He was cycling along the Praya East in the direction of Happy Valley, and when he came opposite the Naval Canteen a dog wandered across the road in front of his machine. He swerved, but the dog swerved also, and in the same direction, with the result that a collision occurred. He was thrown over the handle-bars and on to the road, with the machine on top of him. He got to his feet and found that his left arm was badly cut. He was not sure, in fact, whether the bone was not actually broken. He made his way to the No. 2 Police Station, where Inspector Aris attended to the wound, and bound it for him. He also bound Mr. Knight's knee, which was also badly cut. The machine was not seriously damaged.

"to provide the fullest and most unembarrassed opportunity to China to develop and maintain for herself." They have by prolonging civil war, disorder, and disorganisation, injured the interests of their own nationals whose trade and business with China have naturally suffered loss and inconvenience. Even technically recognition of Peking has been of no convenience to the Legations as owing to the fact that Peking's writ does not run in the provinces, they have often to deal direct with the Provincial authorities, and the absence of a recognised Central Government is no real inconvenience when it is recalled that such was the case for a period of twenty months between the fall of the Manchu Government and the recognition of the Republic. On the other hand, it is absolutely certain that non-recognition of the Peking Government, involving as it does the loss of prestige and important sources of revenues, will compel the Militarists to agree to disbandment and unification.

The lack of even the form of government, and the struggle for empty titles in Peking at the present juncture constitute a particularly opportune moment for the Foreign Powers to withhold their recognition from Peking until a Government is established which can fairly claim to be representative of the country and command the respect and support of the provinces. The Chinese nation awaits from the Powers this demand which is demanded by every consideration of justice to China, the principle of non-intervention, solemn international compact, and the interests of the Foreign Powers themselves.

(Signed) SUN YAT SEN.
By the Generalissimo
Chao Chu Wo,
Secretary for Foreign Affairs,
Canton, 29th June, 1933.

CUT GLASS.

BEAUTIFUL NEW DESIGNS.

GUARANTEED GENUINE.

FLOWER BOWLS
WATER JUGS
FRUIT STANDS
SWEET DISHES
CAKE BASKETS
WINE GLASSES
CELERY VASES



SUITABLE FOR PRESENTATION

INSPECTION CORDIALLY INVITED.



1st FLOOR.

LANE, CRAWFORD, LTD.

THE CATERING DEPARTMENT
OF

CAFÉ WISEMAN

is replete with every requisite for carrying out orders for

MOTORING & WALKING PICNICS
WEDDING RECEPTIONS, GARDEN PARTIES
PRIVATE DINNERS, DANCE SUPPERS
LAUNCH and YACHTING PICNICS.

Estimates and Menus can be had on application for any of the above no matter how large or how small the number to be catered for. All viands provided are of the finest quality supplied by the DAIRY FARM and prepared in the most recherche style by experienced Cooks under expert European supervision.

LANE, CRAWFORD, LTD.



SPECIAL

ADVANCE JULY

COLUMBIA

NEW PROCESS

DANCE RECORDS

ANDERSON'S

2, QUEEN'S BUILDINGS.

TEL. C. 1332.

Powell

TELEPHONE C. 346.

FOR THE RAINY SEASON

CHILDREN'S

LIGHT WEIGHT

RAINCOATS AND CAPES

A GOOD RANGE OF SIZES.

NEW ADVERTISEMENTS

CHINA MINING & METAL CO., LTD.

NOTICE OF REMOVAL.

ON and after the 1st JULY, 1923, the Registered Office of the above-named Company will be located—*c/o* JOHNSON, STOKES & MASTER, PRINCE'S BUILDING, HONGKONG.

CHINA MINING & METAL CO., LTD.
Hongkong, 30th June, 1923. [1013]

NOTICE.

ALL Friends of the American Community are cordially invited to a **THE DANCING AT THE HONGKONG HOTEL** (Hall) on JULY 4th, between the hours of 4 p.m. and 6.30 p.m. [1018]

NOTICE.

AN OFFICIAL RECEPTION will be held at the AMERICAN CONSULATE GENERAL on WEDNESDAY, JULY 4th, from 12 to 1 p.m., in celebration of the NATIONAL HOLIDAY of the United States. [1017]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID, SUEDZ AND STRAITS.

THE Steamship

"CARNARVONSHIRE" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by the 5th July, 1923, at Noon, will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined in the presence of consignees by Messrs. Gullis and Douglas, on 5th July, 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized. No fire insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 30th June, 1923. [1014]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 5773 for 200 Shares numbered 77181 to 77800, 47201 to 47250, 110082 to 110078, 121958 to 122037, 84101 to 84175; Certificate No. 5774 for 200 Shares numbered 56051 to 56050, 37101 to 37200; Certificate No. 5775 for 200 Shares numbered 69561 to 70000 all registered in the Name of Mr. LAM CHOR YIN have been LOST or DESTROYED; and should these Certificates not be produced to the Company before the 7th day of JULY, 1923, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 7th June, 1923. [1922]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of Six Dollars per Share for the Six Months ending 30th JUNE, 1923, will be payable on TUESDAY, JULY 2nd, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 8th, to MONDAY, the 23rd JULY (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
L. S. GREYHILL,
Acting Secretary.
Hongkong, 25th June, 1923. [1920]

NOTICE TO CONSIGNEES

FROM NEW YORK

THE Steamship

"CAELIC PRINCE" having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Tuesday, 3rd JULY, at 10 a.m. All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 4th JULY will be subject to rent. Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned. No fire insurance has been effected. Bill of Lading will be countersigned by FURNESS (FAR EAST) LTD., St. George's Building, Hongkong, 25th June, 1923. [1010]

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

Share and Land Brokers.
No. 8, Des Voeux Road,
2nd Floor.
Telephone No. C. 4306. [1007]

INTIMATIONS

NOTICE.

NOTICE IS HEREBY GIVEN that the undersigned has RESIGNED from the ASSISTANT MANAGERSHIP of THE GENERAL EXCHANGE CO., LTD., SYDNEY NG QUINN.
Hongkong, 30th June, 1923. [1015]

THE HONGKONG JOCKEY CLUB.

AN EXTRA GYMKHANA MEETING will be held (Weather Permitting) at HARRY VALLEY, on SATURDAY, JULY 7th, commencing 3.30 p.m. The Charge for Admission to the Public Enclosure will be \$1. Soldiers and Sailors in Uniform—Half Price. Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure. Each Member has the right of introducing 2 non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINSTRAD & DAVIS at \$5 each up to FRIDAY, JULY 6th. The Stewards invite the Ladies of Hongkong to be present. [1005]

THE CHINESE ENGINEERING AND MINING COMPANY, LTD.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st JULY, 1923, will be made on presentation of Coupon No. 22 at any of the undermentioned Banks, viz.:

HONGKONG AND SHANGHAI BANKING CORPORATION, Tientsin, Shanghai, or Hongkong.
CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, or Hongkong.
EURO-ASIATIC BANK, Tientsin and Hongkong only.

BANQUE DE L'INDO-CHINE, Tientsin and Hongkong only.

BANQUE ELIGE POUR L'ETRANGER, Tientsin and Shanghai only.

The Interest, less Income Tax at 4s. 6d. in the £, will be—
On 220 DEBENTURES: s. d.
Per Coupon (Gross) 12. 0.
Less Tax at 4/6 in the £ 2. 8. 2/5
Net amount payable—9. 3. 3/5

On 2100 DEBENTURES: s. d.
Per Coupon (Gross) 23. 0. 0.
Less Tax at 4/6 in the £ 13. 6.
Net amount payable—22. 8. 6.

On 2500 DEBENTURES: s. d.
Per Coupon (Gross) 215. 0. 0.
Less Tax at 4/6 in the £ 3. 7. 6.
Net amount payable—211. 12. 6.

Payment will be made in Tails at the Demand Paying Rate of exchange of the day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
(Sgd.) W. S. NATHAN,
General Manager.
[1009]

PUBLIC AUCTION.

THE undersigned has received instructions to sell by Public Auction, on MONDAY, the 16th JULY, 1923, commencing at 3.00 p.m., at their Sales Room, DUNDALK STREET.

ONE SET OF MINT MACHINERY: This lot comprises a complete set of Mint Machinery, capable of producing 100,000 (one hundred thousand) pieces 20-cent (twenty cent) coins or 200,000 (two hundred thousand) pieces 10-cent (ten cent) coins per working day of 10 hours.

(Further particulars and inspection orders may be obtained from Messrs. Gilman & Co., Ltd., or the undersigned.)

Terms—20% of purchase money to be paid on fall of hammer. Balance to be paid within two weeks of day of sale.

LAMBERT BROTHERS, Auctioneers. [803]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

Situate No. 13, WING HING STREET, VICTORIA, HONGKONG. To be sold by Order of the Mortgagee.

PUBLIC AUCTION.

IN ONE LOT

ON TUESDAY,

The 17th DAY of JULY, 1923, at 5 o'clock p.m.

By Messrs. LAMBERT BROTHERS, Auctioneers.

At their Office, DUNDALK STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION 2 of INLAND LOT No. 2198 together with the messuage erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section 2 of Inland Lot No. 2198 being a scavenging lane. All of which premises are held for the term of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises &c. at No. 13, GORDON STREET.

Particulars and Conditions of sale may be obtained from:

Messrs. HASTINGS & HASTINGS, Solicitors,
& Des Voeux Road Central,
and
Messrs. LAMBERT BROTHERS, Auctioneers.

INTIMATION

TOILET SOAP BARGAINS

Yardley's Oatmeal Soap... 50 cts. per box
Coul. Tar Soap... 50 "
Carbolic... 50 "
Colgate's Floating Bath Soap... 20 " per Tab
Vinolia L. & L. Soap... 50 " per box
Carbolic Soap... 50 "
Coal Tar Soap... 50 "
Medical Soap... \$1.20
Terbena Soap... 1.20
Zaubak Soap... 1.75
Cimolite Soap... 1.00
Colgate's Sulphur Soap... 60 cts.
Zenobia Assorted Soap... 5.00
Savon Pate Amandes... 25 cts. Tab. 2.75 per box 1 doz.
Rimmels Cologne Soap... 1.50 per box
J. & J.'s Baby Soap... 1.35 "
Gerard's Eucalyptus Soap... 10 cts. Tab. 1.00 per doz.
Piver's Soap assorted... 3.00 per box
Oatmeal Soap... 1.00
Antezema Soap... 1.00
R. & G.'s Heliotrope Soap... 5.00
Savon Fleur
D'Amour & Ambre Rose... 6.00
Assorted Best... 3.75
Round... 2.25

A. S. WATSON & CO., LTD.

Hongkong Dispensary.

TELEPHONE CENTRAL 16.

DEATHS.

BEACH.—At Willow Lodge, Muswell Hill, N., on May 27th, MARY FANNY, wife of WM. JAS. BEACH, aged 67.
BEALE.—At Maldon, on May 26th, ADDIE BEALE, in 61st year, formerly of Hongkong.

Hongkong Office: 106, Des Voeux Rd., C.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JULY 2ND, 1923.

THE POWERS AND CHINA.

The latest "Manifesto to Foreign Powers" by Dr. SUN YAT SEN, which we reproduce in another part of to-day's issue, strikes us as being a curiously illogical document. It charges the Foreign Powers with having, contrary to their declared professions, intervened in China's internal affairs by practically imposing on the country a Government repudiated by it, and it suggests that "the lack of even the form of government and the struggle for empty titles at Peking at the present juncture constitute a particularly opportune moment for the Foreign Powers to withhold their recognition from Peking until a Government is established which can fairly claim to be representative of the country and command the respect and support of the provinces." "The Chinese Nation," it adds, "awaits from the Powers this demerch." What evidence is there of such a thing? We have before remarked that Dr. SUN YAT SEN and his followers in their "Manifesto" strongly remind us of the famous three tailors of Tooley Street who began a Petition to the British Parliament by describing themselves as "we the people of England." We have seen no demand made from any

other quarter upon the Powers for the withdrawal of their recognition. What Government is it that the Powers recognize? It is the Government which the people of China, so far as they are able to express themselves in this so-called republic, have set up in the recognized seat of Government in China. The Powers do not officially recognize the Military satraps, who, it is true, are the dominating influence. The Government that the Powers recognize is the Government created by the Constitution—the President and the Parliament. For the purpose of our argument we need go no further back than twelve months ago when LI YUAN HUNG was induced to return to the Presidency. He accepted office on pledges which cover all the aspirations of Dr. SUN YAT SEN, as they are set forth in the second paragraph of his Manifesto. He was, and still remains, no less convinced than Dr. SUN that "the urgent needs of China are the disbandment of superfluous soldiery and the establishment of a united and efficient Government." He returned to the Presidency, as he said at the time, fully assured of the co-operation of the Tachuns to this end, but experience proved that the pledges were worthless, and LI YUAN HUNG is now a refugee in a British settlement. Dr. SUN's manifesto acknowledges that recognition by the Powers gives the Government in power "moral prestige," and he says, that the Powers have also given the Government "financial support in the shape of revenues under foreign control, so that the Peking Government has been enabled to exist by virtue of foreign recognition, and by that alone." The reply to this is that such financial support as the Powers have given to the Government out of revenues under foreign control, represents money which belongs to the country and which the Foreign Powers, the foreign loan obligations having been fully covered, would have no legal right to retain. If recognition of a Government in China by the Powers gives to it moral prestige, it seems to us that it would be the height of folly to deny it to any Government which is set up in Peking and endeavours to exercise the functions of Government. The withdrawal of recognition must obviously result in making confusion in China worse confounded. No one realises the value of recognition more clearly than does SUN YAT SEN, and if only the Powers would transfer their recognition to the Government that he would set up at Canton we have very little doubt that he would regard such action by the Powers as an act of profound wisdom. But Dr. SUN YAT SEN, though he rejoices in the title of Generalissimo, cannot yet claim to exercise authority over the entire area of even a single province of China. It is easy to say that "the Peking Government is not in fact or in law a government, does not perform the primary functions or fulfil the elementary obligations of a Government, and is not recognised by the Chinese people as a Government." But when all the forms of such Government as China possesses exist in Peking—the acknowledged seat of Government—the President, the Cabinet and the two Houses of Parliament, not to mention the various national administrative bureaux, the Powers have no option but to recognize what is there represented as the Government of the Republic. If "a free and independent people" have not the Government they want it is for them to change it. It is ridiculous of Dr. SUN YAT SEN to say that the foreign Powers, by recognising whatever Government is established in Peking, have "hindered China from establishing an effective and stable Government." We fail to see how they have violated their pledge at Washington to provide "the fullest and most unobstructed opportunity to China to develop and maintain for herself an effective and stable government." That might very well have been charged against the Powers if they had withheld recognition from the Government set up in Peking, nominally by the people, and thus caused that Government to suffer in moral prestige, or, again, if the Powers had embarrassed the Central Government by withholding from it public revenues to which the *de facto* Government was clearly entitled. It seems to us that when matters reach the point where the Foreign Powers may deem it advisable to withhold recognition from whatever Government exists in Peking, they will find it necessary, in defence of the immense interests they now have at stake in China, to take definite control themselves of a large part of the administration.

Sir Charles Addis went over to Paris by aeroplane on May 26th, the machine making a good flight.

The name of Mr. W. D. B. Goodfellow has been added to the list of authorised architects in the Colony.

The name of Dr. J. C. Macgown has been added to the register of medical practitioners in the Colony.

Colonel John Ward, M.P., has returned to the House of Commons after a long illness, during which he underwent three operations.

A new public dining-room has been opened at the Astor House Hotel in Queen's Road, Central, and is proving very popular.

For cutting brushwood on Government plantations on the hillside six Chinese women were fined \$1 each at the Magistrate's Court on Saturday morning.

The American Community are inviting their friends to The Dancant at the Hongkong Hotel, on Wednesday, July 4th, the American national holiday.

The London Gazette announces, under date Foreign Office, December 10th, 1922, that the King has appointed Mr. W. R. Brown, to be one of His Majesty's Consuls in China.

The sub-director of the District Bank at Magelang, Netherlands India, is alleged to have embezzled 250,000 guilders. His arrest caused a sensation and he was conveyed to Semarang. There was a run on the bank, but Government supported the institution.

Sir Francis Arthur Aglen has received the Royal permission to wear the insignia of the First Class of the Order of the Excellent Crop, with Grand Cordons and Jewels, which decoration has been conferred on him by the Chinese President for his services as Inspector-General of Chinese Maritime Customs.

A clubman writer in a London paper remarks that if the police decided that Mah Jongg was illegal—a former Chinese Empress made it illegal for anyone except the Royal Family, while Sun Yat Sen abolished it in his conquered province—there would be an amusing scene at Bow Street. "I should like to see Mr. Mustard," he says, "explaining to Sir Charles Biron what 'pang' meant, while undoubtedly there would be laughter in Court when Sir Charles asked, 'What is 'fishing the eye out of the wall'? You have to learn all these things, and 'shoe' and 'double for your own wind' and 'double for no shoe.' I defy the president of the Bookmakers' Protection Association to count up a score which, they say, sometimes goes up to 40,000,000, if you are not playing a limit."

OFFICIAL APPOINTMENTS.

The following appointments are gazetted:—

Mr. R. E. Lindsell to be Postmaster-General.

Mr. P. P. J. Wodehouse, C.I.E., to act as Captain Superintendent of Police during the absence from the Colony of Mr. E. D. C. Wolfe.

Mr. A. E. Wood, to act as Secretary for Chinese Affairs and Registrar of Marriages, during the absence from the Colony of the Hon. Mr. E. R. Hallifax, C.B.E.

Mr. H. R. Butters to act as Deputy Registrar, Supreme Court.

Mr. C. A. D. Melbourne to act as Second Police Magistrate.

Mr. G. G. Wood to be a Member of the Authorised Architects Committee during the absence on leave of Mr. A. Denison.

ALLEGED ATTEMPT TO SHOOT A CONSTABLE.

Another case of an alleged attempt on a constable's life is reported, fortunately without serious effect as far as the constable is concerned.

Whilst on duty at Mongkok, at 4.40 yesterday morning, a Chinese constable named Ma Yuen noticed two men coming from the direction of the Harbour. As their movements appeared suspicious he followed them. Passing along a scavenging lane the men entered a yard, where they became aware of the presence of the constable. Both men turned on their pursuer, one of them managing to jostle the constable and to effect his escape. His companion, less fortunate, found himself cornered, and whipped out a revolver, but luckily the weapon missed fire. The constable then drew his revolver and fired three shots, all of which took effect—two in the buttock and one in the side. The man fell forward, still clutching his weapon, which, on examination proved to be loaded in five chambers. Three other cartridges were found in his pocket.

FAR EASTERN CABLE NEWS.

[THROUGH LUTHER'S AGENCY.]

RUSSO-JAPANESE CONVERSATIONS. THE FUTURE OF NORTHERN SAGHALIEN.

TOKYO, June 30th.

The Russo-Japanese conversation, which took place yesterday, took up the question of the future of Northern Saghalien and its possible purchase by Japan, which, if accomplished, would, so it is believed, virtually dispose of the Nipolsenk issue. No decision was reached and the discussion will be resumed to-morrow.

DEATH OF JAPANESE PRINCESS.

TOKYO, June 30th.

The Dowager Princess Arisugawa has died after a long illness.

RUSSIAN REFUGEES QUARREL.

BLOODY BATTLE OVER DIVISION OF SPOILS.

SHANGHAI, June 30th.

The steamer *El Dorado*, with 700 Russian refugees aboard, has arrived from Gensan. It was held at Wooming by the Chinese Authorities.

The *China Press* learns from refugees that there was a bloody battle between two factions on board before leaving Gensan. General Gliboff, who was the leader of one faction and 114 of his men were killed, while General Liebdieff, leader of the other faction, also suffered heavy casualties.

It is alleged that the quarrel arose over the division of spoils from the sale of guns and ammunition.

SINGAPORE NAVAL SCHEME.

"TIMES" SUPPORTS CABINET DECISION.

LONDON, June 30th.

Commenting on the Singapore naval base scheme, the *Times* says it is the business of statesmanship to look ahead. The Cabinet, after mature consideration, and acting upon the advice of the Committee of Imperial Defence, has arrived at the conclusion that the development of Singapore as a naval base is necessary. They, alone, have all the data for forming a proper judgment and as much expert advice as they may require. The lay mind can at least understand that if it were not possible in case of a war in the East to send a fleet there, Great Britain would run the risk of losing part of her territory, or of seeing her trade ruined and the safety of India imperilled. Singapore has a more central position than any port in Australasia, and there is no equal in the world for its potential usefulness in the matter of ship repair.

PROTECTION OF FOREIGNERS IN CHINA.

AMERICAN BUSINESS INTERESTS FAVOUR INTERVENTION.

LONDON, June 29th.

The *Daily Telegraph's* diplomatic correspondent understands that American business interests in China, similarly with British business interests, favour strong intervention by the Powers, with a view to better protection of foreigners in China. The Washington State Department is receiving an increasing number of appeals and representations to this effect.

IMPORTANT MEETING HELD IN LONDON.

LONDON, June 29th.

The British Community in China has appealed to the British Government for protection in view of danger to foreigners in China. Other Powers interested are also taking steps to protect their nationals. A meeting at the offices of the China Association in London, which was attended by representatives of finance, commerce and industry, actively concerned with business in China, exhaustively discussed measures to bring about effective action through the British Government and otherwise, in the interest of China and its foreign trade. The meeting agreed to make further representations to the Foreign Office with a view to supporting the steps which the Government is already contemplating.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE FRENCH BUDGET.

PASSED BY BOTH HOUSES OF PARLIAMENT.

PARIS, June 30th.

The Chamber of Deputies has passed the 1935 Budget by 457 votes to 83.

The Senate has rejected by 176 votes to 112, the proposal to strike out of the Budget an amendment making the 1935 Budget applicable to 1934. Premier Poincaré had opposed the proposal and made it a matter of a vote of confidence.

FRENCH PRESS JUBILANT.

PARIS, June 30th.

The Senate vote on the Ruhr credits is the theme of admiring comments by the French Press, by which it is hailed as the most striking manifestation since the War of the sacred union of the various parties in Parliament. It is considered especially significant following the publication of the letter from the Pope, addressed to Cardinal Gasparri, on June 27th, the subject of which was reparations. The letter hoped that Germany would show a disposition to pay her debt and asked the Allies to consider whether it was necessary to maintain the occupation of the Ruhr as a form of guarantee.

This letter was quoted at the time by the French Press, which interpreted it as a suggestion to submit Germany's capacity to pay to an impartial tribunal, instead of the Reparations Commission, and otherwise to revise the Treaty of Versailles.

The newspapers today hope that the debate in the Senate will show the Holy See that it has made a mistake, and that the world will appreciate the French Parliament's support of Premier Poincaré.

MORE MONEY FOR ARMAMENTS.

PARIS, June 30th.

The Minister of Marine has asked the Chamber of Deputies to vote a credit of 20,000,000 francs for the improvement of coastal defence and the navy.

The Finance Committee of the Chamber of Deputies have approved in their report regarding this credit. The report emphasizes the advantages of linking up France with North Africa by means of airships.

BUDGET STILL UNBALANCED.

PARIS, June 30th.

The Chamber's passage of the Budget for 1935 in nowise clarifies the financial situation. It merely shows that both Chambers were determined to vote it. If possible, the Budget will be duly balanced before July 1st, thus avoiding recourse to a seventh monthly vote account.

The position is that the Chamber of Deputies voted on the Budget and sent it to the Senate in January, but it was not balanced, showing a deficit of nearly four milliards of francs. The Senate decided to show the Chamber of Deputies how to balance the Budget, assigning the task to its Finance Committee, which, after four months of trimming and pruning, converted the deficit into a surplus of a milliard marks.

The Senate last week voted the Budget, which was returned to the Chamber of Deputies, whose Finance Committee restored the credits suppressed by the Senate, including the air force estimates of 219 millions, thus re-converting the surplus into a deficit of six hundred millions.

The Chamber of Deputies, after two late sittings, voted the Budget in face of strong Radical-Socialist opposition, also the proposal made by the Government to extend provisions of the Budget of 1933 to 1934, which Premier Poincaré, in a letter, described as an exceptional measure designed to avoid a dangerous return to the monthly vote account.

PARIS, June 30th.

The Senate, by 226 votes to 2, passed the Budget as a whole and returned it to the Chamber of Deputies, where the Finance Committee has it under consideration.

BOMB OUTRAGE.

BELGIAN SOLDIERS KILLED.

PARIS, June 30th.

A bomb exploded on a train in which Belgian Soldiers were going on furlough, just as the train was emerging from Duisburg station.

One coach was pulverized, nine soldiers being killed and 23 injured.

A TERRIFIC EXPLOSION.

BRUSSELS, June 30th.

The explosion at Duisburg station occurred at two in the morning, as the troop train was crossing a bridge over the Rhine.

A sentry who was on duty at the bridge was struck by a fragment of iron and killed, making the number of deaths ten. Part of the railway track was destroyed. The bomb was apparently placed in the lavatory of the coach which was demolished. Other coaches were damaged.

SEVERE REPRESSIVE MEASURES.

No arrests have been made up to the present, but the Belgian Minister of Defence has despatched General Ruequoy, Chief of General Staff, to Duisburg with orders to take the most severe measures for repression.

It is announced that as the outrage occurred on the borders of various occupation zones, all the Authorities concerned have agreed to take repressive measures, both at Duisburg bridge-head and in the Ohlfield and Moers districts. Restrictions on the movements of inhabitants will be carried to the "extreme limit."

DRASTIC MEASURES BY INTER-ALLIED RHINELAND COMMISSION.

DUESSELDORF, June 30th.

The scene of the Duisburg outrage was only 500 yards from the British zone. The British police arrested two men from Bavaria who were carrying parcels of dynamite.

COLOGNE, June 30th.

Drastic measures have been decided on by the Inter-Allied Rhine Land Commission in connection with the outrages at Duisburg. Germans have been forbidden for the next fortnight to cross the frontier between occupied and unoccupied Germany, except in connection with food supply or for a strong family reason. Pedestrians have been forbidden to circulate within the area of the outrage at night time, and motor-cars, motor-cycles and bicycles are similarly prohibited in the day time. Cafes and places of entertainment will be closed, while officials and other prominent persons will be arrested. Exceptional measures of control regarding the circulation of persons on land, railways and the rivers will be inaugurated. A message from Brussels states that twenty hostages have been already taken.

GERMANS APPEAL AGAINST DEATH SENTENCE.

DUESSELDORF, June 30th.

Seven of the Germans who were sentenced to death at Mayence have appealed.

BELGIUM'S CABINET.

RECONSTRUCTED WITH OLD MINISTERS.

BRUSSELS, June 30th.

A decree has been published announcing that the King has declined to accept the resignation of the Thunin Cabinet.

LATER.

The reconstituted Belgian Cabinet includes all the Ministers who resigned. There has been no redistribution of portfolios, and the foreign policy, including reparations, is unchanged.

A FRESH "CONVERT".

ANOTHER PATRIARCH TURNS BOLSHEVIK.

WARSAW, June 30th.

According to the Moscow Press, the imprisoned Patriarch Gour has adopted the Soviet platform.

TIKHON'S "CHOICE" OF RESIDENCE.

MOSCOW, June 30th.

The Patriarch Tikhon has elected to reside at the Donkoy Monastery, where he was detained before he was placed in a Soviet prison.

EARLIER CABLES.

Helsingfors, June 29th.

Although the Patriarch Tikhon has been released, the Moscow Tribunal states that his trial will still proceed.

REPARATIONS DISCUSSIONS. EARLY RESUMPTION PROBABLE.

LONDON, June 30th.

Now that the Belgian crisis has been settled the way has been cleared for a resumption of discussions at Paris and London on the subject of the German reparations offer.

The French Ambassador to London has had full instructions from Premier Poincaré for over a week, and was only awaiting a settlement of the Brussels crisis before calling on Lord Curzon.

While it is expected in London that the reply will be a written one, the French newspapers are emphatic in declaring that communications will be continued orally, as before, and that the French Ambassador will reply jointly for France and Belgium.

BRITAIN AND FRANCE.

SERIOUS DIFFERENCE POSSIBLE REGARDING REPARATIONS POLICY.

LONDON, June 30th.

According to the *Observer's* diplomatic correspondent, if France refuses to give a written reply to the British questionnaire, it is most probable that the British Government will publicly declare that the present policy of France is leading to the ruin of Europe, and start negotiations with Germany on the basis of the German reparations offer made on June 7th. If France refuses to participate Great Britain will act independently, and possibly, a conference of neutral states will be called for the purpose of making a settlement with Germany apart from France.

TANGIER CONFERENCE LIKELY TO PROVE ABORTIVE.

The *Observer's* diplomatic correspondent also asserts that, in regard to the conference of British, French and Spanish experts now being held at the Foreign Office in regard to Tangier, there is, up to the present, but little prospect of an agreement. Great Britain urging the internationalisation of Tangier and France urging the full sovereignty of the Sultan of Morocco, which would virtually mean French predominance.

DISASTER ON US DESTROYER.

FOUR MEN KILLED BY EXPLOSION.

NEWPORT, RHODE ISLAND, June 30th.

A steamblower in the destroyer *Williamson* exploded at sea. Four men were killed and four injured. Only one of those injured is expected to recover.

STEELWORKERS' STRIKE.

SERIOUS AFFRAY IN NOVA SCOTIA.

SYDNEY, NOVA SCOTIA, June 30th.

Troops have been despatched to Cape Breton where 4,000 striking steelworkers stoned the police, and knocked down and stunned the Magistrate who was reading the Riot Act.

The strikers subsequently raided and seriously damaged the Empire Steel Corporation Works.

LOSS OF THE "TREVESA".

SECOND BOAT IN DISTRESS WHEN DISCOVERED.

MAURITIUS, June 30th.

The *Trevessa's* second life-boat was in distress when discovered off the coast. Sixteen of the crew of twenty-four have landed. Eight died at sea.

SURVIVORS GRAT HARDSHIPS.

LONDON, June 29th.

The dramatic story of the sea reached its climax with the arrival at Rodriguez Island and Mauritius, respectively of the two boats containing 34 of the crew of the steamer *Trevessa*, which foundered in the Indian Ocean on June 4th. The search for the boats had previously proved in vain, and hope was almost given up.

The survivors experienced great hardships owing to the shortage of food and water and the heavy seas. Two native fishermen succumbed from exposure. The others are recovering rapidly.

It is generally believed that eight or ten of the *Trevessa's* crew have not survived their experiences.

A Port Louis message states that the second boat, already mentioned, landed at Belombre, thirty-five miles from Port Louis. All the men are progressing except two, who are very weak.

REISS BROS. 1923 LTD. MANCHESTER.

NEW COMPANY REGISTERED: CAPITAL £100,000.

LONDON, June 30th.

Reiss Brothers 1923, Limited, Manchester, has been registered with an initial capital of £100,000. The company has acquired the goodwill and trade marks, and also taken over certain current orders; otherwise, it starts early in July free from the obligations of the old company.

VENEZUELAN ASSASSINATION.

FIRST VICE-PRESIDENT FOUND DEAD IN BED.

CARACA, June 30th.

General Juan Cristobal Gomez, the First Vice-President of the Republic of Venezuela and Governor of the Federal District, and who was a brother of President Juan Gomez, was assassinated in his bed last night.

STEAMER FOUNDERS.

NO TRACE OF CREW.

SYDNEY, June 30th.

The steamer *Samarra*, belonging to the New Guinea Administration, foundered in a storm off the coast of New South Wales. The crew, comprising 11 whites and 33 coloured seamen are missing. Four bodies have been washed ashore.

BRITISH TREASURY RETURNS.

LONDON, June 30th.

The Treasury returns show the revenue of the United Kingdom for the first quarter of the financial year at £187,000,000, a decrease of £3,000,000 as compared with the corresponding quarter of last year. Expenditure amounted to £214,000,000, an increase of £3,000,000, but included £15,000,000 interest paid to America.

EARLIER CABLES.

MONETARY EXCHANGE FLUCTUATIONS.

LONDON, June 29th.

The slump in the principal European currencies continues. The mark is now 70,000 to the pound sterling. The French franc is 75.25 and the Belgian 82. Sterling in New York has relapsed to 4.58.

LATEST CABLES.

EXCHANGE MARKET DEPRESSED.

LONDON, June 30th.

At the week-end the foreign exchange market closed in a depressed state. German marks were quoted at 800,000 to £1. French francs at 75 to 85, Belgium at 82 to 85, and Italian lire at 103 7/8. Sterling is quoted on New York at 4/5 5/8.

MOTOR-CYCLE GRAND PRIX.

BRESCIA, June 30th.

Roger, riding a Harley-Davidson, won the motor-cycle grand prix, over a course of 340 kilometres. His time was 153 minutes 23.45 seconds.

TENNIS AT WIMBLEDON.

GREAT DUKE BETWEEN AMERICAN PLAYERS.

WIMBLEDON, June 30th.

The crowded court saw the downfall of two French stars in the fifth round, Norton beating Borotra 6-3, 7-6, 6-3, and Campbell defeating Lacoste 1-6, 2-6, 6-2, 6-2. Campbell's magnificent recovery made him the hero of the day.

Hunter beat Capt. Dickson 6-4, 6-4, 6-4. Gordon, Lane beat Col. Bergs 6-4, 3-6, 6-1, 6-4. Mlle. Lenglen eliminated her compatriot Mlle. Vlasto in the fourth round, 6-1, 6-0. Mrs. Mallory beat Miss Liddell 6-3, 6-3. Miss McKane beat Mrs. Clayton 6-4, 6-1. Miss Ryan defeated Mrs. Barron 6-1, 6-1.

Lyett and Godfree, in the second round, disposed of Greig and Wooman 4-6, 9-7, 6-2, 8-6. Degomar and Flinquer beat Dawson and Marrogard 9-7, 6-3, 2-6, 4-6, 6-4. Mlle. Lenglen partnered Washer and Mrs. Mallory partnered Vincent Richards in successful first round games.

EARLIER CABLES.

LONDON, June 29th.

At Wimbledon to-day there was a brilliant scene. Their Majesties the King and Queen, Princess Mary and many other distinguished personages were amongst the 14,000 spectators.

The chief attraction was the fifth round battle between the American giants, Johnston and Richards. Johnston, who has not been playing with his usual brilliance, surprisingly won by 6-4, 6-3, 7-5. The match was fought at a terrific pace. Richards was the more brilliant in net play, but Johnston hit harder and was more accurate. He kept Richards on the baseline and gave him no chance of volleys.

The subsequent fourth round ties were tame comparatively. Gordon Lowe defeated Lyett 6-1, 6-6, 6-6, 6-3, and Colonel Berger beat Godfree 6-4, 7-6, 6-1, thus eliminating the last British Davis Cup player. Hunter beat Dr. Fyvie 6-6, 6-4, 7-6. Greig and Godde de Gona were registered victors.

Miss Ryan and Miss McKane entered the fourth round. The former, partnered by Mlle. Lenglen, won an easy victory in the second round of the doubles.

AMERICAN PROHIBITION CONTROVERSIES.

NEW YORK, June 29th.

Lord Curzon's rejection of the twelve mile liquor limit proposal has apparently settled the controversy. The State Department's effort to clear away simultaneously the ship liquor controversy, and the rum smuggling traffic. Speculation has been revived as to whether Congress will revise the law in order to permit sealed liquors freely to pass through American waters, but there is every reason to believe that high Government officials gravely doubt whether Congress will favour such a plan. Meanwhile the proposal to seize vessels bringing liquor to American ports has reached a stage where tentative regulations can be drafted. The Treasury hoped that seizures will not be necessary, but it is stated that continued disregard of the law will result in vigorous action.

BEER AS SHIPS' MEDICINE BARRED.

NEW YORK, June 29th.

Doctor Sprague, of the Federal Health Service, has received instructions from Washington barring beer as ships' medicine. The representatives of the Italian and French lines announce that they will protest against this ruling, as their respective laws provide for the use of beer.

A permit has been issued to the American ship *Benjamin*, sailing on July 4th, to carry a considerable amount of liquor in its medicine chest. The amount is not disclosed. Other American ships have applied for permits. Dr. Sprague says the amounts allotted them will be limited to their actual medicinal needs.

BIRTHDAY HONOURS LIST.

TWO NEW PEERS.

LONDON, June 29th.

Only two peerages appear in the comparatively small Birthday Honours list. The Hon. Charles Napier Lawrence, a son of the 1st Lord Lawrence of the Punjab, and chairman of the L. & N. W. Railway and of the London Board of the North British and Mercantile Insurance Co., and the Hon. Herbert Cokayne Gibbs, fourth son of the 1st Baron Aldenham, partner in the firm of Antony Gibbs & Sons, receive baronies.

The Privy Counsellors include Mr. Montagu Cottle Norman, I.R.S. Governor of the Bank of England; Mr. Bruce, the Australian Commonwealth Prime Minister; and Mr. Fielding, the Canadian Minister of Finance.

A baronetcy has been conferred on Mr. George Alfred Wells, J.P., chairman of the Imperial Tobacco Co., who is also a director of the British-American Tobacco Co. and of the Great Western Railway.

INDIAN NATIONALIST MOVEMENT.

700 VOLUNTEERS ARRESTED.

SAILA, June 29th.

The political situation in Sialkot, except for the continuance of passive resistance at Nagpur, and the carrying of the Indian Nationalist flag in a procession through a prohibited area. Seven hundred volunteers have been arrested and convicted, several being fined dupes who apologised and were subsequently released. It is expected the movement will expire unless the volunteers be reinforced from elsewhere. The members of the National Congress have been arrested at Narsinghpur and charged with conspiring to induce soldiers to join the movement.

ATTEMPT TO REMAIN IN THE AIR FOUR DAYS.

SUPPLY PLANE FOR REFUELLING.

SAN DIEGO, CALIFORNIA, June 29th.

The American army officers, Captain Lovell Smith and Lieutenant Richter, who started yesterday morning in an attempt to remain in the air four days, and night, a fifty kilometre triangular course out of San Diego Bay, were forced to land at San Diego Bay, owing to fog. Their plane was overturned and damaged, but the aviators were not injured. A supply plane had previously four times successfully got into contact with the De Havilland machine, which thus was thrice refuelled and once fed.

THE "RHODESIAS" CARGO.

PORT SAID, June 29th.

The Surveyors recommend the discharge of the cargo of the *Rhodesia*, which met with a mishap on June 28th, fire breaking out in the forehold, with a view to reconditioning all the cargo foreholds.

IRISH SEDITION CHARGE FAILS.

LONDON, June 29th.

Patrick Fleming, one of eight Irish porters being tried at the Old Bailey with Art O'Brien on a charge of seditious conspiracy, has been discharged for lack of evidence.

CRICKET MATCHES.

GLOUCESTER PLAYER COMPLETES 253 NOT OUT.

LONDON, June 29th.

At the Oval, Oxford University beat Surrey by three wickets. For Surrey Duncanson in the second innings completed 154. The Oxfordshire Argonauts, in the second innings, knocked out 96.

Middlesex beat Somerset by eight wickets at Taunton. For Somerset in the first innings McBray scored 108, and Johnson 106. For Middlesex, Hearne took 8 for 88 and 6 for 97.

Gloucester at Bristol beat Glamorgan by ten wickets. For Gloucester Dilliper in the first innings scored 225 not out, the highest score of the season. For Glamorgan, Lancelotti beat the West Indies by five wickets at Manchester. The Lancastrian, Makenzie, in the first innings compiled 111. The West Indian, Small, knocked up 64 and 68.

The Army beat the Navy by 318. For the Army, Captain Jameson, knocked out 65 and 65, and Captain Williams in the second innings compiled 97.

BRITISH GENERAL INSULTED. OVER-ZEALOUS BELGIAN OFFICIALS.

LONDON, June 29th.

Highly coloured rumours are being circulated alleging that the British Rhine Commander, General Godley, was grossly insulted when travelling from Cologne to London by the over-zealous Belgian customs officials. A Brussels message states that an authoritative source denies the more serious allegations, but admits that General Godley was not treated with the consideration to which he was entitled. An enquiry is being instituted.

FRANCE AND THE RUHR.

M. POINCARÉ DENIES MILITARY AIMS.

PARIS, June 29th.

In the Senate debate on the Ruhr estimates, M. Poincaré said that if France were animated by political or military aims she would have occupied the valley of the Main in order to cut Germany in two. He declared that Germany's reparations proposals were not serious and did not deserve any reply.

The Senate unanimously voted the credits, 307 million francs, being the cost of occupation of the Ruhr up to June 30th.

FURTHER FRENCH SANCTIONS.

MAYENCE, June 29th.

Seven Germans, convicted at a court martial of sabotage, have been condemned to death.

The French have occupied Langburg in consequence of the German policy of arresting and transporting two German railwaymen working for a French battalion. They have also occupied Langen and Eschborn as a sanction because of sabotage committed at Wiesbaden and on the Mayence-Worms railway line.

AMERICA'S INDUSTRIAL POSITION.

HATRY (Montana), June 29th.

In a speech justifying the Government's policy of holding the scales even between capital and labour President Harding declared that the country's credit had been preserved and its industries had been crowded to the point of capacity of its people who were employed, whilst its scale of wages was the highest in the world.

ANOTHER FLIGHT ROUND FRANCE.

LYONS, June 29th.

Captain Gino has become the provisional holder of the Michelin Cup by completing a flight round France in 29 hours 41 minutes and 50 seconds.

DEATH OF SIR JAMES REID.

LONDON, June 29th.

The death is announced of James Reid, G.C.V.O., etc., Physician in Ordinary to H.M. the King.

[The deceased had been also Resident Physician to Queen Victoria and Physician in Ordinary to King Edward VII.]

GETTING UP.

SOME EARLY BEDS-AND OTHERS.

A writer in a Home paper says: "Many years ago a man named Buckland wrote a book entitled 'Letters on the Importance, Duty, and Advantages of Early Rising, addressed to the Heads of Families, the Lover of Nature, the Man of Business, the Student, and the Christian,' states an English contemporary. The book ran into a fifth edition. But by the time that fifth edition had appeared the author was dead. He died at the age of twenty-five. Poor Buckland! He had performed you see, the 'duty' of early rising, but had failed to reap any of its 'advantages'."

One thing seems tolerably certain, which is that success in letters is by no means the invariable reward of application to work in the early hours of the morning. Most great authors have been a remarkable fondness for their beds. We find, for instance, Alfred de Musset writing to a friend: "I generally sleep till two, and sometimes till five in the afternoon, when I have boxed the ears of the night."

Dr. Johnson, too, made short work of this "early to bed, early to rise" fetish. "Whoever thinks of going to bed before twelve is a scoundrel," he said on one occasion. Johnson, however, had qualms. He was always intending to get up early in the morning, but never, apparently, succeeded in carrying his intentions into effect. On March 28th, 1789, he enters in his journal a resolution "to rise early." The same resolution is repeated on the Easter Eve of 1784. Later in the year the following pathetic entry occurs: "To rise early; not later than six, if I have a score, but as soon as I can, if I have no score. The advocates of early rising can claim John Wesley as one of their adherents. Wesley generally began his day's work at about five o'clock, and he once preached a sermon on "The Duty and Advantage of Early Rising," thereby anticipating the unfortunate Mr. Buckland. But in the case of Wesley there may have been domestic reasons for the "rising early" of this attractive vicar. "I-I-I," had been married to Mrs. John Wesley, said the Rev. W. L. Watkinson. "I should have been in my study by four o'clock in the morning. And, apart from that, there was always something of a little imbroglio about Wesley."

Napoleon was at one time a consistently early-riser, but towards the end of his life he repented him of this fallacy. (On the other hand, it has to be admitted that many men of genius have been addicted to the early-rising habit. Masterlinck is an early riser; so, too, were Goethe, Tolstoy, Bjornstjerne Bjornson, Victor Hugo, Anthony Trollope, the Duke of Wellington, and the late Lord Northcliffe. I remember, too, reading somewhere that Lord Levegham is always talked with for the night watchman in the small hours of the morning. This, however, is a height to which but few of us can be expected to rise.

BAROGRAPHS

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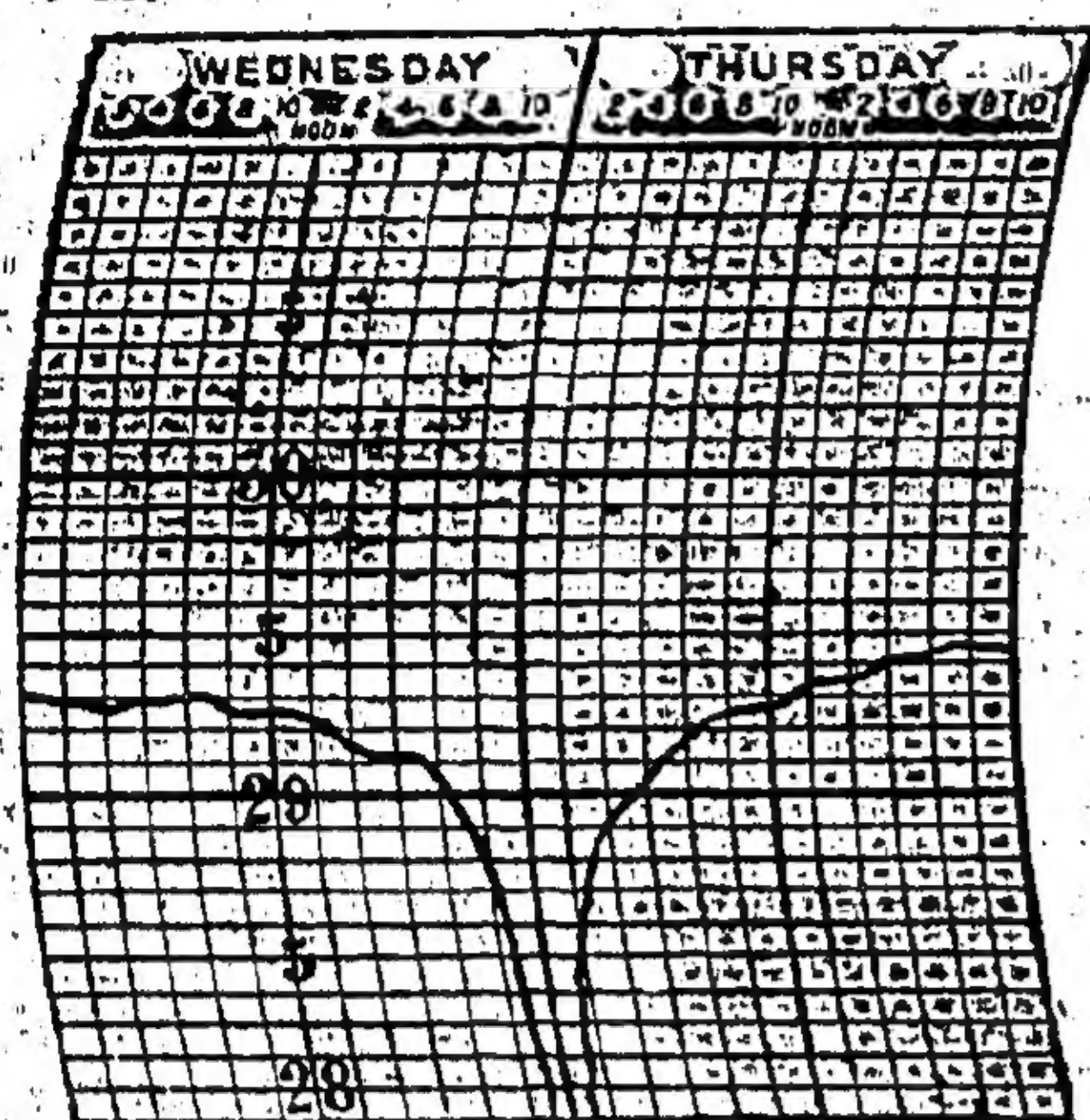


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HIGHER CRITICISM IN THE NURSERY.

From *The Times*.—Ever since the reference appeared in these columns to the nursery or children's rhyme about "gathering nuts in May" we have been in receipt of many letters from the learned and the ingenious on the meaning of these simple words, than we have been able to print. So many are the interpretations offered that no sort of unanimity has been attained, and the discussion, we fear, is doomed to close without our getting any nearer the truth. There have been critics, like the Principal of King's College, who accept the text without demur, and explain nuts as pig-nuts or earth-nuts, an excellent delicacy, as commentators inform us, dear to swine and to pheasants. There have been others, even greater sticklers for the letter, who believe in the childish sense of humour, denied to adults, which would take an impish delight in nuts out of season, as in rice on a summer's day, and similar paradoxes; others, again, following Admiral Dumas, hold that "nuts of May" is the right reading, though they are not all agreed on the precise meaning of "nuts" and whether they are natural or artificial. And, though in a manner less fashionable than it would have been a generation ago, we have been invited to go back with our rude ancestors into the umbrage of the Teutonic forests, to find in the prattle of modern babes the last flickering tradition of pagan tree-worship. On a small scale all the schools of the higher criticism have been represented: the matter-of-fact, which is not baffled by an apparent absurdity, the emendaturist, whose objections can be satisfied by a deft verbal change; and the rationalistic, which believes that nothing is as it seems.

To the onlooker in such circumstances, truth must appear either unattainable or, at the best, relative and dependent on the intellectual fashion of the hour. But the worst of the first method is, if we may judge from the analogy of graver studies, that rational emendations are seldom acceptable to others and hardly ever susceptible of proof, while the history of rationalistic explanation is a long record of elaborate theorizing which has had to be abandoned. Who now holds the tale of Troy divine to be a "solar myth"? When, therefore, our children proclaim that they are gathering nuts in May, let us, recognizing their capacity for make-believe, take them at their word; and if they add "on a cold and frosty morning," let us remember that a May morning is often cold and frosty. Several of our correspondents have dwelt on what, in their view, is the essentially English setting of the jingle; a chilly May, especially the first of May, is common enough, and irony is an English quality. It has carried us through some tight places before now, as many of the songs sung in the war will testify. So for ourselves we are all for the *Ubi sunt* as the cant phrase among the learned is, though there is a perfectly good English word for it; nor need the *Equivoque*—another cant phrase equally to be matched in English—of the rhyme greatly trouble us on a May morning. We are literalists; and are for the literal interpretation of our children with an ironic sense of humour, a little nonsense, and a keen appreciation of the climate of these islands.

THE DANCING MASTERS.

This is a season of congresses and conferences, but in the roar of many voices discussing all things, from vitamins to railway fares, we would crave a hearing for the revolting dancing masters. The International Congress of Dancing Masters assembled at Paris has been saying severe things about the conventions of the modern ballroom. There is among these pundits, we learn, a revolt against the fox-trot, one-step, and tango. It is argued that Europe has borrowed quite enough from America without going into debt for American dances. The trained taste of the experts finds the popular fashions either inglorious or grotesque. We do not know that any careful observer will contradict Miss Regnier when she declares, in the bitterness of her heart, that in the modern one-step "the partners often give one the impression that they are assisting at a funeral." But justice compels us to add that the like demonstrations of determined gloom were made by dancers of an earlier time. This anguish is not the consequence of the one-step or the tango, but of the recognition of dancing as a social obligation. Old gentlemen of jocular spirits have been heard to complain, as they watched their daughters gliding in a modern dance, that such solemn rites are a miserable substitute for the caperings of the polka. But there was a time when the polka was judged a severe, depressing exercise, and people sighed for the easy gaiety of the quadrille. The congress of masters of the dance has been considering invocations to cheer the faint hearts of our ball-rooms, and we read of four, the very names of which must add to the gaiety of nations, the ariette, caryatis, francescas, and mazouze. The faint, disturbing impression produced by reading of these that they are not wholly unlike things already familiar we dismiss. What, though the ariette be a one-step and the caryatis and the francescas waltzes and the mazouze a minuet? Almost everything in these matters is in a name. We can only regret that the dancing masters did not allow themselves the freedom of the inventors of the old, popular dances of our country. Ariette is well enough, but how much better a thing would it be if it were called "All in a Green-Gown," or "Have at thy Goat, Old Woman," or something of equal vivacity!—*Daily Telegraph*.

POPE AND DIVORCE.

REPLY TO WOMEN DELEGATES.

Twenty-five members of the Women's Suffrage Congress, which met in Rome last month, including a large representation of Englishwomen, many belonging to the Catholic Women's Suffrage Society, were received by the Pope on May 18th. His Holiness said that, while sympathizing with some parts of their programme, he could not approve of others, as, for instance, divorce. Afterwards the delegation visited the Vatican museums and galleries, which were especially opened for them.

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HOW THE GIRL MET THE EARL.

RAPTUREOUS EMBRACE ON THE PIER.

The meeting of the Earl of Northesk and Miss Jessica Brown, formerly of the Ziegfeld Follies, at the pier, New York, on May 16th, was most affectionate. Miss Brown did not stand on ceremony (writes *The Daily Express* correspondent) but threw her arms round the earl's neck and kissed him rapturously. He appeared confused by the publicity, but delighted at Miss Brown's ardour.

Cinema operators photographed the whole scene, and said that Miss Brown's kiss measured seven and a half feet of film. Lord Northesk told the reporters that he hopes that Americans will drop his title in addressing him, and call him just "Dave."

Lord Northesk, in reply to a question, said that his mother agreed to the wedding, and added that the best proof that he intends marriage is the fact that he resigned his lieutenancy in the Guards to come to America for the wedding. A reporter asked Lord Northesk whether he liked American girls better than English. The earl blushed with embarrassment, but a friend came to his assistance, saying: "Obviously he does, or he would not desire to marry an American."

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TJITAROEM	DALNY	—	10th July	BATAVIA
TJILEBOEF	AMOI	—	18th July	BATAVIA
TJISONDARI	NORTH CHINA	—	25th July	BATAVIA

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ACTS OF INDEMNITY.

PRECEDENTS FOR THE CASE OF MR. BRIDGEMAN.

A Legal correspondent writing in The Observer says:—

There is an ancient story of a Spanish princess who was nearly burnt to death because some one was found who consistently with etiquette, could pour water over her. But our constitutional law is rather more sensible. If a statesman or high official comes to Parliament and says, "I have put down a dangerous rebellion, but to do so I had to exceed my powers and transgress the law," and Parliament believes him, an Act will be passed absolving him from the consequences. But of course such an Act is never lightly introduced; it is only conceded when the emergency has been manifest and the necessity to suspend the ordinary law plainly apparent.

Perhaps one of the most famous cases of the kind was that of the legislature of Jamaica in 1865 to indemnify Governor Eyre and persons acting under him in suppressing riots in the island after a proclamation of martial law which probably had no legal validity. The matter at the time roused high political feeling in England, and the effect of the Act was tested by a case brought against the Governor in our Courts, in which the late Lord Halsbury appeared as his counsel. About a score of Acts of Indemnity passed by the British, Irish, and various Colonial Parliaments were then mentioned in argument, and it was stated that the earliest was in the first year of Edward III.; research, however, will show that there were two passed in the reign of Edward II.

The most recent among our public Acts is the Indemnity Act of 1920 "to restrict the taking of legal proceedings in respect of certain acts and matters done during the war... and to validate certain proclamations, licences, ordinances... and sentences, judgments and orders of certain Courts given or made during the war." For the nearest parallel in our statute book search has to be made over a hundred years back to an Act of 1715, entitled "An Act to provide for the better regulation of the Government by a general insurrection," and that some of the acts done to suppress it "may not have been strictly justifiable in law, but being done for the preservation of the public peace and safety, it is fit that persons doing the same should be saved harmless in respect thereof." This indeed is the foundation of all public indemnity Acts. Private persons have also occasionally been passed to relieve individuals against hardship for inadvertent breaches of law, and especially against the heavy penalties incurred by a poor who sits and votes in the House of Lords when some informality has invalidated his taking of the necessary oath.

The present Bill is a public one, and may be compared with that of 1818, though very much less verbose. It has been erroneously stated that it will relieve the Law Officers of the Crown, but of course, no counsel is responsible for law for his professional advice. Acting, however, on the opinion given, Bridgeman, and his subordinates have not only incurred liability for false imprisonment, but, so far as they were instrumental in deporting their prisoners, have also rendered themselves liable to the penalty of perjury. There seems to be a general impression that this is something lingering, with belated oil. While not so bad as that, even forfeiture of all property and indefinite imprisonment may rightly be considered as too harsh for sending Mr. O'Brien on his recent journey.

TOUTING FOR HONOURS.**DRASTIC PENALTIES.**

Legislative effect is to be given to certain recommendations of the Royal Commission on Honours by the bill introduced in the House of Lords last month by the Lord Chancellor. Its object is to prevent abuses in connection with the grant of honours, and to this end it imposes heavy penalties on those giving or accepting money or other consideration as an inducement for obtaining honours. Appended is the text of the measure:

1.—If any person accepts or obtains or agrees to accept or attempts to obtain from any person, for himself or for any other person, or for any purpose, any gift, money, or valuable consideration as an inducement or reward for procuring or assisting or endeavouring to procure the grant of a dignity or title of honour to any person, or otherwise in connection with such a grant, he shall be guilty of a misdemeanour.

2.—If any person gives, or agrees to give, or offers to any person any gift, money, or valuable consideration as an inducement or reward for procuring or assisting or endeavouring to procure the grant of a dignity or title of honour to any person, or otherwise in connection with such a grant, he shall be guilty of a misdemeanour.

3.—Any person guilty of a misdemeanour under this Act shall be liable on conviction on indictment to imprisonment for a term not exceeding two years or to a fine not exceeding £500, or to both such imprisonment and such fine, or on summary conviction to imprisonment for a term not exceeding four months or to a fine not exceeding £50, or to both such imprisonment and such fine.

4.—The Venetian Indictments Act, 1850, as amended by any subsequent enactment, shall apply to offences under this Act as if they were included among the offences mentioned in section one of that Act.

5.—A court of Quarter Sessions shall not have jurisdiction to inquire of or hear and determine prosecutions on indictment for offences under this Act.

In the King's Bench Division, on May 17th, Mr. Justice Swift held that the contract with a railway company that their liability should be limited to £100 with regard to passengers travelling on workmen's tickets did not affect an executor or widow in the case of death, and in the action brought by Mrs. Nunn against the Southern Railway, assessed the damages at £200.

WEATHER REPORT.

June 30th at 15.00.—Warning to Hongkong, Coast Ports, etc.—Depression or typhoon of unknown intensity within 120 miles of Lat. 19 deg. N. Long. 117 deg. E., moving W.N.W.

July 1st at 6.40.—Warning to Hongkong, Coast Ports, etc.—Depression or typhoon of unknown intensity within 80 miles of Lat. 19 deg. N. Long. 115 deg. E., moving W.N.W.
June 30th at 18.15.—Local signal No. 4 hoisted.

July 1st at 11.30.—Pressure has increased moderately at Shanghai and Amoy. It has decreased moderately at Hongkong and is nearly stationary over Formosa and Indo-China.

At 6 a.m., this morning the typhoon was about 100 miles S. by E. from Hongkong. It will probably strike the coast near Kwang Chai West to-morrow afternoon.
Hongkong rainfall for the 24 hours ending at 10 a.m., 1st July, 0.08 inch. Total since January 1st, 27.95 inches, against an average of 39.51 inches.

The forecast for the 24 hours ending at noon, 2nd July, is as follows:—

District	Forecast
Formosa Channel	SE. winds, fresh.
Hongkong to Gap Rock	E. winds, strong; cloudy and misty.

South coast of China between Hongkong and Lamma: moderating.

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TSINGTAU via SWATOW	"TUNGSHING"	Tuesday, 3rd July, Noon.
SHANGHAI via SWATOW	"HANGSANG"	Tuesday, 3rd July, Noon.
BANGKOK via SWATOW	"TAKSANG"	Wednesday, 4th July, Noon.
SHANGHAI via SWATOW	"KWONGSANG"	Thursday, 5th July, Noon.
MANILA	"LOONGSANG"	Thursday, 5th July, 2 p.m.
HAIPHONG via HOIHOW	"MINGSANG"	Friday, 6th July, 8 a.m.
BANGKOK via HOIHOW	"CHUNGSANG"	Friday, 6th July, 9 a.m.
SHANGHAI via SWATOW	"WAHSANG"	Friday, 6th July, Noon.
STRAITS & CALCUTTA	"KUSANG"	Saturday, 7th July, 3 p.m.
SANDAKAN	"MAUSANG"	Thursday, 12th July, Noon.
TIENGIN	"CHEONGSHING"	Thursday, 12th July, Noon.
KOBE via SHANGHAI	"HOSANG"	Saturday, 14th July, Noon.
STRAITS & CALCUTTA	"NAMSANG"	Monday, 16th July, 3 p.m.

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MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

BAIJHONG LINE—Sailings approximately weekly for passengers and cargo.

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YOKOHAMA LINE—A regular service is run from March to November between Yokohama and Tientsin, calling at Swatow, Hongkong and Bangkok.

BANGKOK LINE—A weekly service is provided between Bangkok and Hongkong, by five steamers fitted with special passenger accommodation.

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s.s. "KUTSANG" will be despatched on or about Saturday, 7th July at 3 p.m., for SINGAPORE, PENANG & CALCUTTA

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"GLENBANDA"	30th July.	"GLENDALE"	18th Aug.	Genoa, London, Rotterdam and Hamburg.
"GLENDALE"	18th Aug.	"GLENIFFER"	9th August.	Genoa, London, Rotterdam and Hamburg.
"PEMBROKESHIRE"	27th Aug.			

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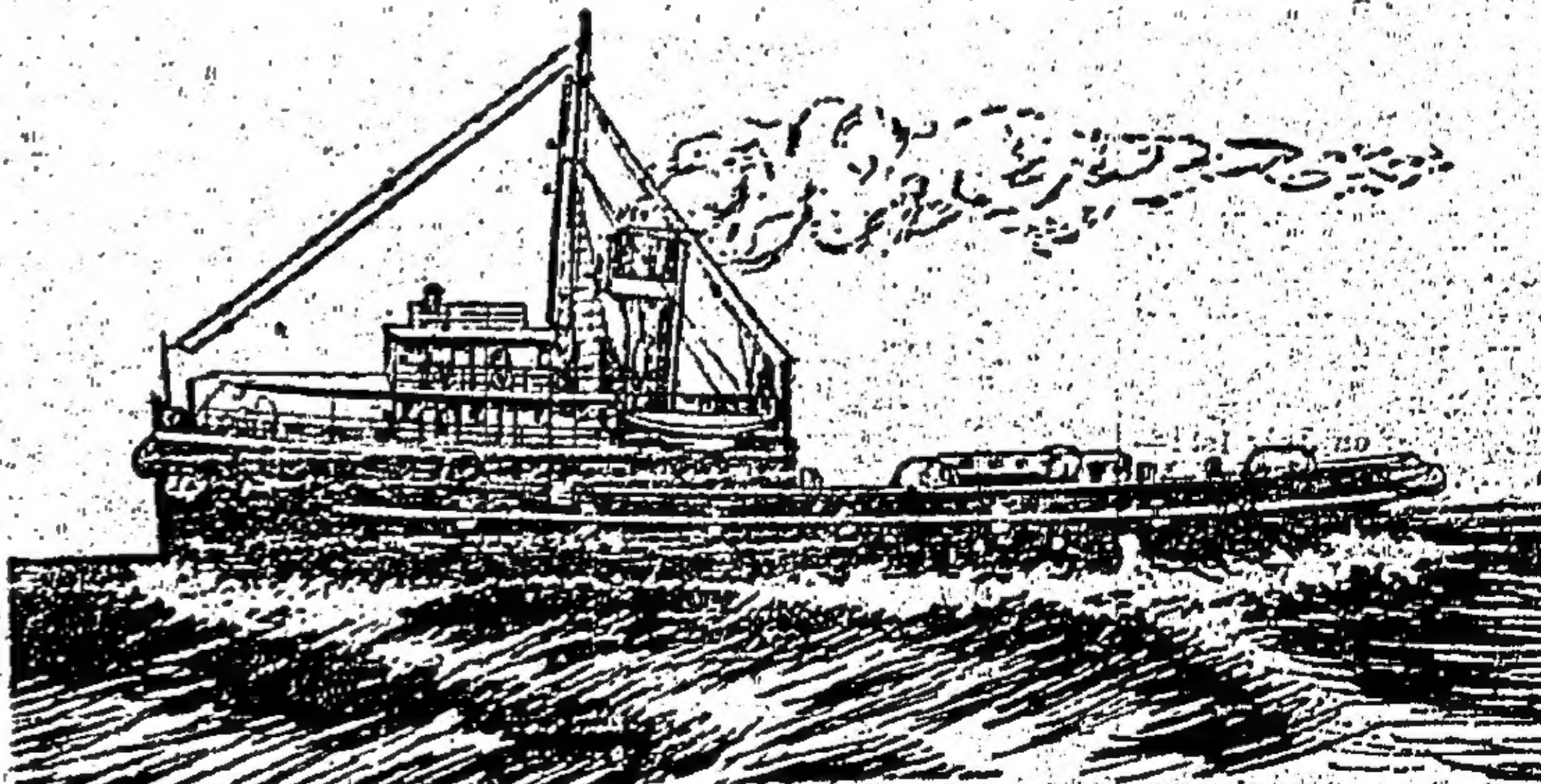
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SHIPPING NEWS

ARRIVALS.

June 29th.
Cochinchina, French str., 1,007 tons, Capt. P. B. Morganti, from Haiphong, with a general cargo.—Kai Yu & Co.
Jade, French str., 386 tons, Capt. La Chabrier, from Haiphong, with a general cargo.—Kai Yu & Co.
Potung, Chinese str., 234 tons, Capt. Ho Kim Hi, from K. C. Wan, with a general cargo.—Chung Tung S.S. Co.
Sicilia, British str., 1,171 tons, Capt. E. C. Miller, from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.
Tak Sang, British str., 877 tons, Capt. W. J. Booker, from Shanghai and Swatow, with a general cargo.—J.M. & Co.

June 30th.
Amherst, Chinese str., 241 tons, Capt. Kwok Shan, from Haiphong, with a general cargo.—On Fat S.S. Co.
Baron Bloch, British str., 2,775 tons, Capt. Summerville, from Barry Dock and Colombo, with coal and oil.—Admiralty.

Chipping, British str., from Canton.
Hydrangea, British str., 501 tons, Capt. W. J. Colman, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.

King, Chinese str., 475 tons, Capt. Chow Ma Fui, from Swatow, with a general cargo.—Ho Yau & Co.
Kishima Maru, Japanese str., 715 tons, Capt. S. Kimura, from Keelung, with coal.—Mitsui & Co.

Kurichow, British str., 1,222 tons, Capt. F. A. Leveque, from Tientsin, with a general cargo.—B. & S.
Pongtung, British str., from Canton.
Preston, British str., 1,377 tons, Capt. O. Hansen, from Saigon, with rice.—K. Larsen & Co.

Sakura Maru, Japanese str., 1,001 tons, Capt. Y. Okura, from Swatow, with sundries.—O.S.K.
Tahiti, British str., 6,049 tons, Capt. P. W. Rowe, from Kobe, Moji and Amoy, with a general cargo.—Mackinnon, Mackenzie & Co.

Yulama, Dutch str., from Canton.
Yungchow, British str., from Canton.
Yung Kiu, Chinese str., 859 tons, Capt. W. Kim, from Haiphong, with a general cargo.—Luen Fat.

Yungkuang, British str., 810 tons, Capt. Wm. Ross, from Tientsin, with a general cargo.—Cheong Fat & Co.

July 1st.
Hermes, Norwegian str., 1,164 tons, Capt. T. Davidson, from Bangkok, with a general cargo.—Thorsen & Co.
Kling, British str., 5,703 tons, from Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.
Sakura Maru, Japanese str., from Canton.

CLEARANCES

June 30th.
Ansonia Maru, for Swatow.
Baska, for Bangkok.
Cantonian, for Shanghai.
Chenai, for Bangkok.
Chipping, for Tientsin.
Ching, for Tientsin.
Ching Hing, for Canton.
France Maru, for Hongkong.
Fushiki Maru, for Canton.
Kishima Maru, for Canton.
Hokkaido, for K. C. Wan.
Kwangtung, for Swatow.
Kwangtung, for Canton.
Mackinnon Maru, for Moji.
Nereid, for Canton.
Pleidon, for Singapore.
Potung, for K. C. Wan.
President Grant, for Manila.
Sakura Maru, for Haiphong.
Shing On, for Wuchow.
Sicilia, for Singapore.
Szechuan, for Canton.
Tak Sang, for Canton.
Yung Hing, for Kowloon.
Yulama, for Haiphong.
Yungkuang, for Kowloon.
Yungkuang, for Kowloon.

PASSENGERS

ARRIVALS.

Per P. & O. s.s. *Khiva*, on July 1st:—
Mr. A. Taylor, Lt. C. W. May, Mr. C. Columbus, Mr. J. W. Smith, Mr. A. Spawart, Mr. D. L. Robertson, Mr. B. Lazarus, Mr. D. A. Wilson, Mr. H. Hill, Mr. J. Sinclair, Mr. E. Harley, Mr. P. B. L. Clarke, Mr. E. Liley, Mr. T. B. Bentley, Mr. W. E. Smith, Mr. E. Tilbury, Mr. J. Gray, Mr. J. V. Sircowright, Mr. R. Fowler, Mr. J. MacMillan, Mr. V. Eggo, Miss W. Hadland, Mr. and Mrs. A. L. Robinson, Lance-Sergeant, and Mrs. Bolland, Gunner S. Bettley, Mr. and Mrs. van den Berg, Mr. J. Pittman, Mr. F. Monson, Mr. W. A. A. Cooke, Mr. F. Lorch, Capt. and Mrs. Cochran, Mr. and Mrs. G. G. M. Hall, Mr. H. E. Hall, Mr. W. W. Koff, Mr. L. P. Uhrig, Mr. R. T. Phillips, Mr. Cook, Mr. J. Gaudie, Mr. F. E. Shaw, Mrs. W. M. Shields, Mr. B. W. Bagot.

DEPARTURES.

Per P. & O. s.s. *Stellia*, on July 1st:—
Mrs. W. H. Kennedy, Mr. and Mrs. M. McKenzie, Miss D. McKenzie, Mr. N. Parmanand, Mr. and Mrs. J. B. Kennedy, Mr. F. J. Hallard, Mr. J. J. Weil, Mr. and Mrs. S. Berg, Mr. P. G. Lussombo, Mr. J. A. Scott, Mr. A. Jenkins.

VESSELS EXPECTED.

Aki Maru (N.Y.K.), due July 16th.
Angkor (M.M.), due July 4th.
Autolysus (Blue Funnel), due July 4th.
Bevenue (Ben Line), due to-day.
Chambers (M.M.), due July 20th.
Empress of Asia, due July 3rd, 9.30 a.m.
Green Maru (N.Y.K.), due July 16th.
Huon (Blue Funnel), due August 1st.
Khiva (P. & O.), due July 1st, 6 a.m.
Madison (Blue Funnel), due July 16th.
Pyralis (Blue Funnel), due July 25th.
Sarpedon (Blue Funnel), due July 8th.
Victoria (China-Australia Steamship Co.), due to-day.
Yungkuang (Blue Funnel), due July 23rd.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Genoa Maru* (New York line) left Moji for Hongkong on June 30th, and is expected here on July 6th.

The N.Y.K. s.s. *Hakone Maru* (European line) from Singapore for Hongkong was expected yesterday, at 4 p.m.

The N.Y.K. s.s. *Matsuyama Maru* (Liverpool line) left Singapore for Hongkong on June 29th, and is expected here on July 4th.

The Hago Steamer s.s. *Scheer* left Singapore on June 29th, p.m., and is due here on July 5th.

The R.M.S. *Empress of Asia* left Shanghai yesterday, at 9 a.m., and is due at Hongkong at 9.30 a.m., to-morrow (Tuesday), and will berth at Pier No. 5, Kowloon Wharf.

The R.M.S. *Empress of Canada* left Vancouver for Hongkong, via Japan ports and Shanghai on June 28th, and is due here on July 15th.

HONGKONG TIDE TABLE

From July 2nd to 8th, 1923.

Days of Week	Days of Month	HIGH WATER.				LOW WATER.			
		Time	Height	Time	Height	Time	Height	Time	Height
Mon.	2	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
	1	1 12	8 8	4 51	3 2	1 12	8 8	4 51	3 2
Tues.	3	1 59	4 2	5 38	0 9	1 59	4 2	5 38	0 9
	4	1 58	6 3	6 29	1 3	1 58	6 3	6 29	1 3
Wed.	5	2 49	4 3	8 15	1 7	2 49	4 3	8 15	1 7
	6	3 33	4 5	9 13	3 8	3 33	4 5	9 13	3 8
Thurs.	7	4 24	4 8	10 21	3 4	4 24	4 8	10 21	3 4
	8	5 12	4 6	11 28	2 6	5 12	4 6	11 28	2 6
Fri.	9	5 59	5 0	12 44	2 6	5 59	5 0	12 44	2 6
Sat.	10	6 43	4 2	1 04	3 6	6 43	4 2	1 04	3 6
Sun.	11	7 24	3 4	2 11	2 7	7 24	3 4	2 11	2 7

VETARZO

BLOOD PURIFIER AND TONIC

Prevents and cures all diseases of the blood.

It is the only medicine that cures all diseases of the blood.

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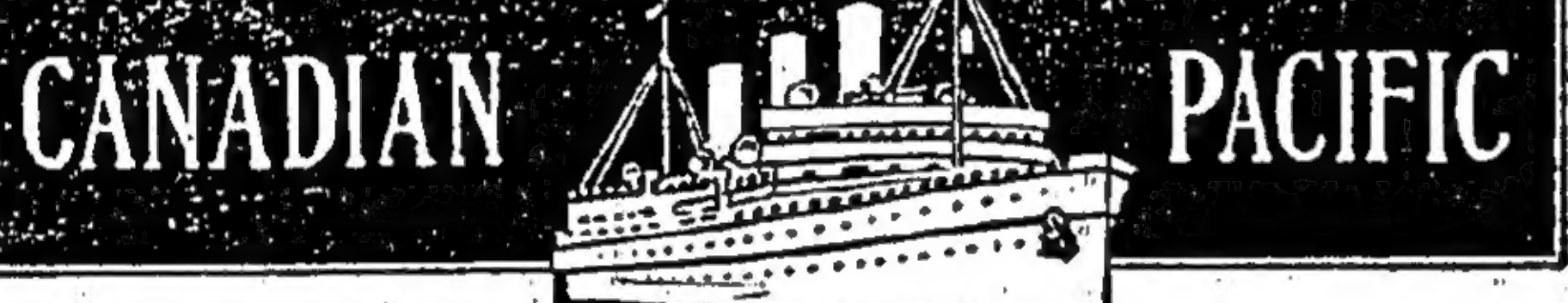
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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE SHIPMENTS
NEW YORK & PANAMA	Genoa Maru	Jap.	Nippon Yusen Kaisha	On 6th July
NEW YORK & BOSTON	Gothic Prince	Brit.	Prisco Line	About 23rd July
BOSTON & NEW YORK via Suez	Diomed	Brit.	The Bank Line, Limited	On 5th July
SAN FRANCISCO, etc.	Calareita	Am.	Strathairn & Barry	On 2nd July
VICTORIA & VANCOUVER, B.C. via SHANGHAI, etc.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	About 12th July
VICTORIA, SEATTLE & VANCOUVER via J. Ports.	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 14th July
VICTORIA, SEATTLE & VANCOUVER	Arizona Maru	Jap.	Oaka Shosen Kaisha	On 14th July
VANCOUVER via SHANGHAI & JAPAN, etc.	Philocetes	Brit.	Butterfield & Swire	On 14th July
BOMBAY, MARSHALLS, GIL, LONDON & ANTWERP	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 23rd July
MARSHALLS, etc.	Malwa	Brit.	P. & O. S. L. & A. L.	On 11th July
MARSHALLS, etc.	Angkor	Brit.	Messageries Maritimes	On 6th Aug.
MARSHALLS, etc.	Chili	Brit.	Messageries Maritimes	On 9th July
MARSHALLS, etc.	Portico	Brit.	Messageries Maritimes	On 23rd July
MARSHALLS, etc.	Katori Maru	Jap.	Nippon Yusen Kaisha	On 11th July
MARSHALLS, etc.	City of Manchester	Brit.	The Bank Line, Ltd.	On 12nd July
MARSHALLS, etc.	Cyclops	Brit.	Butterfield & Swire	On 1st July
MARSHALLS, etc.	Madison	Brit.	Oaka Shosen Kaisha	On 14th July
MARSHALLS, etc.	Glenapp	Brit.	Oaka Shosen Kaisha	On 14th July
MARSHALLS, etc.	Olderkerk	Dut.	Jardine, Matheson & Co., Ltd.	On 4th July
MARSHALLS, etc.	Emil Kirdorf	Ger.	Renter Brockmann & Co.	About 20th July
MARSHALLS, etc.	C. Mages	Brit.	Messageries Maritimes	About mid. July
MARSHALLS, etc.	Et. de Missionary	Brit.	Messageries Maritimes	About mid. July
MARSHALLS, etc.	Nagano Maru	Jap.	Nippon Yusen Kaisha	On 10th July
MARSHALLS, etc.	Kutuzov	Brit.	Jardine, Matheson & Co., Ltd.	On 7th July, 3 p.m.
MARSHALLS, etc.	Nagao re	Brit.	P. & O. S. L. & A. L.	On 18th July
MARSHALLS, etc.	Van Olen	Dut.	Java-China-Japan-Lijn	On 10th July
MARSHALLS, etc.	Flame-L	Ital.	Dodwell & Co., Ltd.	On 4th July
MARSHALLS, etc.	Kueichow	Brit.	Butterfield & Swire	On 4th July, Noon
MARSHALLS, etc.	Saion Maru	Jap.	Yamashita Kisen Kaisha	About 12th July
MARSHALLS, etc.	Taikwa Maru	Jap.	Yamashita Kisen Kaisha	About 12th July
MARSHALLS, etc.	Mausang	Jap.	Jardine, Matheson & Co., Ltd.	On 13th July, Noon
MARSHALLS, etc.	Yoshino Maru	Jap.	Nippon Yusen Kaisha	On 18th July
MARSHALLS, etc.	Arafura	Brit.	P. & O. S. L. & A. L.	On 7th July
MARSHALLS, etc.	Changsha	Brit.	Jardine, Matheson & Co., Ltd.	On 5th July, Noon
MARSHALLS, etc.	Kwangtung	Brit.	Nippon Yusen Kaisha	On 2nd July, D.L.
MARSHALLS, etc.	Hakone Maru	Brit.	P. & O. S. L. & A. L.	On 1st July, 4 p.m.
MARSHALLS, etc.	Khiva	Brit.	Butterfield & Swire	About beginning of Aug.
MARSHALLS, etc.	Duchessa D'Aosta	Ital.	Dodwell & Co., Ltd.	About 2nd July
MARSHALLS, etc.	Tijonist	Jap.	Oaka Shosen Kaisha	On 22nd July
MARSHALLS, etc.	London Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 13th July, Noon
MARSHALLS, etc.	Chongchong	Brit.	Butterfield & Swire	About 10th July
MARSHALLS, etc.	Typhoon	Dut.	Oaka Shosen Kaisha	On 7th July
MARSHALLS, etc.	Hakone Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 3rd July, Noon
MARSHALLS, etc.	Harang	Jap.	Butterfield & Swire	On 3rd July, Noon
MARSHALLS, etc.	Kwangtung	Brit.	Douglas Laprak & Co.	On 6th July, 1 p.m.
MARSHALLS, etc.	Haiching	Brit.	Douglas Laprak & Co.	On 10th July, 1 p.m.
MARSHALLS, etc.	Haiching	Brit.	Jardine, Matheson & Co., Ltd.	On 5th July, 2 p.m.
MARSHALLS, etc.	Longwang	Brit.	Struthers & Barry	On 3rd July
MARSHALLS, etc.	West Sequana	Am.	Struthers & Barry	On 3rd July



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Asia	July 12	Empress Scotland	Aug. 4
Empress Canada	July 28	Empress France	Aug. 18
Empress Russia	Aug. 9	Empress Scotland	Sept. 8
Empress Australia	Aug. 24	Montclair	Sept. 21
Empress Asia	Sept. 6	Empress Scotland	Sept. 29
Empress Canada	Sept. 22	Empress France	Oct. 13
Empress Russia	Oct. 4	Empress Scotland	Oct. 27

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAO.
Freight and Express: Tel. 42. Cables: NAUTILUS.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoilow & Pakhoi.

s.s. "BAIAN MARU" ... on or about 12th July.

For KEELUNG via Swatow & Amoy.

s.s. "TAIKWA MARU" ... on or about 13th July.

For further particulars, please apply to—

S. MITARAI, Agent.

No. 27, Bonham Street, West. Tel. Central No. 145.

Top Floor, King's Building. Tel. Central No. 146.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.

Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.

Through passage rates to Europe via America G.3405, G.3420 G.3

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF BOSTON" ... 2nd July ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF MANCHESTER" ... 2nd July ... Marseilles, London, Antwerp & Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class £22—2nd Class £20.
 "B" Class Steamers ... 1st Class £24—2nd Class £22.
 "C" Class Steamers ... 1st Class £26.7

N.B.—"C" Class Steamers comprise those of the "Cargo" type which have accommodation for a few passengers but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.
(Tel. Central 730)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "DIOMED" ... via Suez Canal ... 5th July.
 S.S. "TELEGRAPHUS" ... via Suez Canal ... 15th July.
 S.S. "LANGTON HALL" ... via Suez Canal ... 25th July.
 S.S. "CITY OF MADRAS" ... via Suez Canal ... 5th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
(HONG KONG & CANTON.) HOLYOAK, MASSEY & CO., LTD., CANTON.**M. MESSAGERIES MARITIMES M.**

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Per. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
CHILE	9th July.
PORTUGAL	22nd July.
ANGLO	29th Aug.
OHAMBOUR	15th June	4th July	6th Aug.
PAUL LECAT	29th June	17th July	20th Aug.
ANDRE LEBON	15th July	31st July	3rd Sept.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including 1st Class Wine and Free Doctor's Attendance).
 A Class (1st Class) ... £ 25.00.00
 B Class (1st Class) ... £ 20.00.00
 C Class (1st Class) ... £ 15.00.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "LT. DE MESSIEY" loading for HAYRE, ANTWERP & DUNKIRK, about mid. July.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDINGS.

CORRIGATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers (having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, saloons and excellent cuisine).

FOR

SWATOW, AMOY & FOOCROW

AND RETURN

(Occupying 9 or 10 Days)

HAIFONG ... Capt. Ellis Walker ... Tuesday, 2nd July, at 1 p.m.
 HAICHING ... Capt. J. B. Thomson ... Friday, 6th July, at 1 p.m.
 HAIFONG ... Capt. W. C. Passmore ... Tuesday, 10th July, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

(General Managers.)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BORNEO, OCEAN, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, END SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

RR	Tons	From Hongkong (about)	Destination
"MAIWA"	10,341	11th July	B'way, Mars, Gib, L'lon & A'warp
"NAGPORA"	5,283	16th July	S'pore, Penang, Colombo & Bombay
"KIDDERPORE"	5,334	19th July	Singapore, Colombo & Bombay
"DEVANHA"	6,092	25th July	Mars, Gib, London & Antwerp
"ROUDAN"	6,666	4th Aug.	S'pore, Penang, Colombo & Bombay
"KHIVA"	5,017	8th Aug.	B'way, Mars, Gib, L'lon & A'warp
"KASHMIR"	5,841	9th Aug.	Mars, Gib, London & Antwerp
"SIOLIA"	6,813	25th Aug.	S'pore, Penang, Colombo & Bombay
"MACDONIA"	6,813	7th Sept.	B'way, Mars, Gib, L'lon & A'warp
"DONGOLA"	6,066	21st Sept.	Mars, Gib, London & Antwerp
"MASTUA"	10,302	5th Oct.	B'way, Mars, Gib, L'lon & A'warp
"KARMALA"	9,098	19th Oct.	Mars, Gib, London & Antwerp

BRITISH INDIA - APCAR. SAILINGS

"TAKADA" ... 6,949 ... 3rd July ... Singapore, Penang & Calcutta.
 "TANDA" ... 8,956 ... 10th July ... Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA" ... 6,000 ... 7th July ... (Manila, Sandakan, Tharaka, etc., Townsville, Brisbane, Sydney & Melbourne).

Freight connections from Australia with the following—
 The Union S.S. Co. Steamers to the United Kingdom via New Zealand, Vancouver, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Northampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"KHIVA" ... 9,097 ... 2nd July, D.L. ... Shanghai, Moji, Kobe & Yokohama.
 "TORILIA" ... 5,205 ... 2nd July, Noon ... Amoy & Japan.
 "ST. AFRANS" ... 4,500 ... 10th July ... Moji, Kobe & Yokohama.
 "KASHMIR" ... 9,960 ... 14th July ... Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must deliver their own Hotel expenses at Singapore while waiting on the carrying steamer.

First Cabin Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

S.S. "GOTRIC PRINCE" ... on or about 22nd July.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)
8, George's BuildingsTelephone: Central 5165
Telegram: Furness**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct

service via Singapore, Colombo, Suez and Port Said.

S.S. "ALBA MARU" ... Saturday, 14th July

S.S. "BIO DE JANEIRO, SANTOS & BUENOS AIRES" via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

S.S. "SEATTLE MARU" ... Monday, 9th July

BOMBAY—fortnightly service via Singapore and Colombo.

S.S. "BOMBA MARU" ... Friday, 8th July

S.S. "BORNED MARU" ... Sunday, 8th July

SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service.

S.S. "BUSHO MARU" ... Monday, 2nd July

CALCUTTA—Monthly Service via Singapore and Bangkok.

S.S. "MALAY MARU" ... Saturday, 7th July

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

S.S. "ARIZONA MARU" ... Saturday, 14th July

NEW YORK (via PANAMA)—Regular monthly service via Japan Ports, San Francisco—Passenger and Cargo Service.

S.S. "BAMBURGO MARU" ... Tuesday, 10th July

JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama.

S.S. "LONDON MARU" ... Sunday, 22nd July

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

S.S. "KAIJO MARU" ... Sunday, 8th July, Noon

S.S. "AMAKUSA MARU" ... Sunday, 15th July, Noon

TAKAO via SWATOW & AMOY.

S.S. "TAKAO DIRECT" ... Thursday, 5th July

S.S. "KIBU MARU" ... Monday, 16th July

For sailing dates and further particulars please apply to

K. SHIMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure
SWATOW & BANGKOK	"KWANGTUNG"	On 3rd July, Noon
AMOY & SHANGHAI	"HANYANG"	On 3rd July, 4 p.m.
SWATOW & AMOY	"KAIYANG"	On 3rd July, 4 p.m.
YANTIA	"TAMING"	On 3rd July, 4 p.m.
CHERPOO & NEWCHANG	"PAOTING"	On 4th July, D.L.
SHANGHAI	"NEWCHANG"	On 4th July, D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUMICHO"	On 4th July, Noon
SWATOW & SHANGHAI	"SUNNING"	On 5th July, Noon
SHANGHAI & TSINGTAO	"SHANTUNG"	On 7th July, 4 p.m.
SWATOW, SHANGHAI & PUKOW	"LIANGCHOW"	On 8th July, 4 p.m.
AMOY & SHANGHAI	"SOOCHOW"	On 10th July, D.L.

Excellent Saloon accommodation available, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(HONG KONG & CANTON.) Agents

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Co., Ltd.)

AUSTRALIAN ORIENTAL LINE

(HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS)

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Art. Hongkong from Australia	Leave Hongkong for Manila, Suez, etc., & Aus. Ports.
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This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

(John Swire & Co., Ltd.) Agents

Telephone Central No. 35.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

S.S. "Cadaretta" ... Due Hongkong In port.

U.S.S.R. "West Ivan" ... Leave Hongkong 2nd July.

Leave Hongkong 16th July.

Leave Hongkong 15th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

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